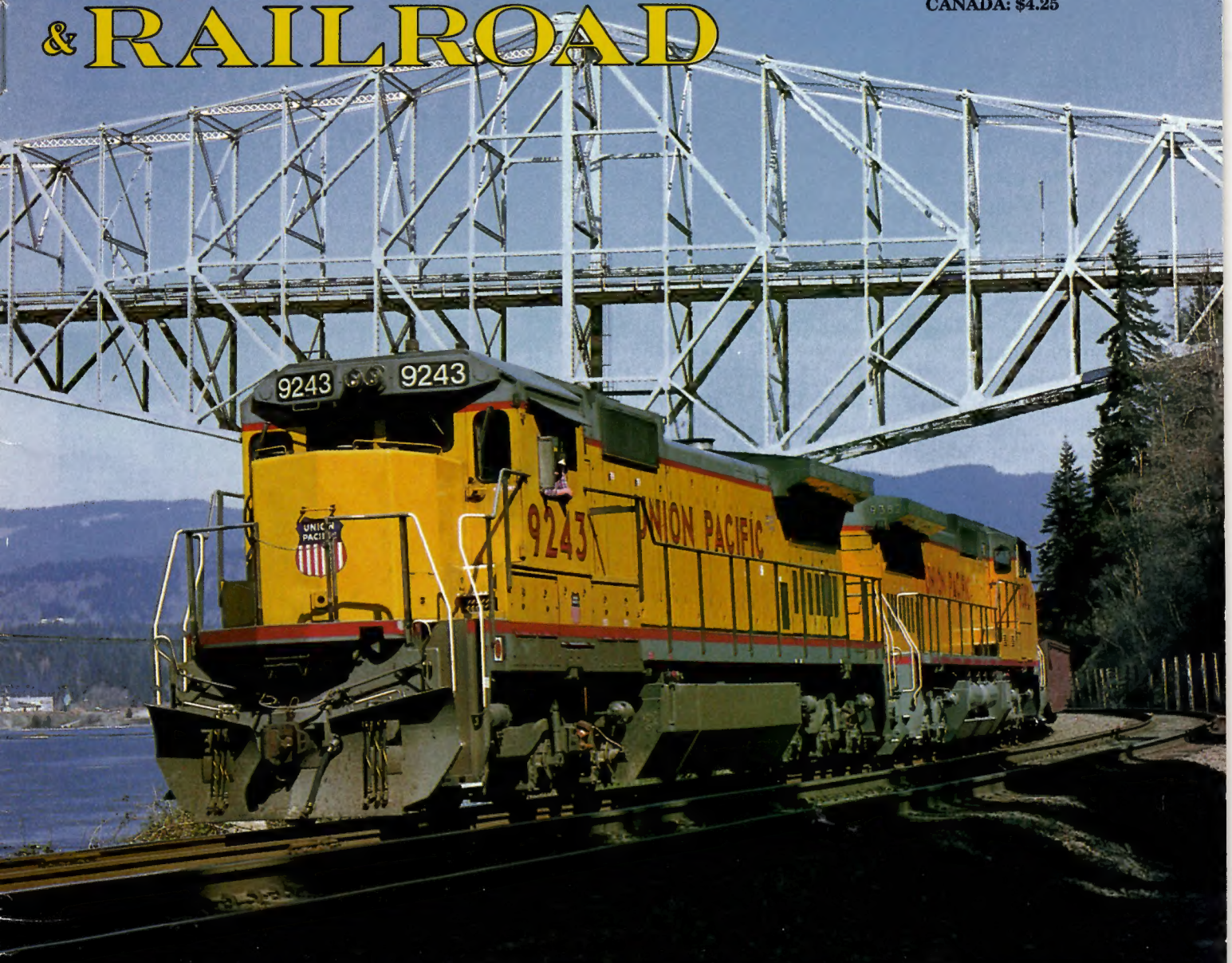
CARSTENS PUBLICATIONS

48760 Printed in U.S.A. AUGUST 1995 $3.50

RAILFAN

RAILFAN® & RAILROAD

CANADA: $4.25



MAIN LINE RAILROADING IN OREGON

Norfolk & Western's 4-8-0s

RAILFAN & RAILROAD'S

Baldwin Field Day

UP PHOTO: KEITH E. ARDINGER

N&W PHOTO: ROBERT F. COLLINS

0 09128 48760 1 08

The Only Motion Pictures Ever Made Of The World's Most Famous Model Railroad

John Allen's GORRE and DAPHETID

Richard Reynolds and Glenn Beier each committed the famous Gorre and Daphetid (Gory and Defeated) to motion picture film: Reynolds covered the original layout in Monterey, California and Beier the culmination of Allen's brilliant model building career, the final Gorre, in his second home. Both used everything from extreme close-ups of running gear to sweeping vistas of his mountain ranges to capture John Allen's extraordinary talent.

Two weeks after his death in 1972, fire destroyed John Allen's model railroading masterpiece - a project to which he had devoted almost his entire life. It was believed that only Allen's slides had survived the fire and that the films had been turned to ashes.

Thanks to the recent discovery of the films, this tape offers you the ultimate display of model railroading: a vast network of standard, narrow and mixed gauges - even a trolley line. More than 100 bridges, no two alike, some soaring more than five feet above the floor, others crawling the labyrinthine canyons of the Akinback Mountain range, complete with working cable cars and water wheels.

We've used John's own slides to magnify his exquisite detail, from snow capped peak to ocean car ferry and bring life to the thousands of miniature people and working railroad artifacts that surprised and delighted so many - even non-modelers. 36 mins **$35.95**

NOW AVAILABLE IN PAL AND SECAM

SUNDAY RIVER PRODUCTIONS

P.O. BOX 565, CONCORD, MA 01742
FOR CREDIT CARD ORDERS
24 HR. FAX 508-369-7064 TOLL FREE 1-800-334-0854 op 423
Add $4.00 For Postage in USA **and** Canada Mass Res add 5% sales tax

VISA MasterCard

Ron's Books

P.O. BOX 714, HARRISON, NY 10528
(914)967-7541 11AM to 10PM EST; FAX (914)967-7492 24HR

YOUR ONE STOP BOOK AND VIDEO SHOP

Discount Prices & Never a Shipping Charge within the U.S.

Alco Line (Hirsimaki) 40.50
Along the East Broad Top (Heimburger) . .37.75
American Narrow Gauge RRs (Hilton) . . .58.50
American Narrow Gauge RRs S/C 27.00
An Amer. RR Portrait: People, Places & Pultney .27.00
Appalachian Coal Mines & Railroads 14.50
Argent Lmbr Co.- Last of the Swamp Rats 35.50
Atlantic Coast Line (Withers) 45.00
Backwoods Railroads (Oregon) 40.50
Beauty of Railroad Bridges 40.50
Bessimer & Lake Erie RR in Color 40.00
Box Cars Since 1983 . . . . . .22.50
By Streamliner, New York to Florida 36.00
B&O Vol 1 or 2(Old Line Graphics) 39.50
B&O Great Photos 36.00
B&O Passenger Service Vol 1 H/C 20.75
The Brown Book 20.00
Burlington Route Color Pictorial V1 . . . . .45.00
Burlington Northern Railroad in 1993 . . . .29.75
BN Freight Cars Today 27.00
Cabins, Crummies & Hacks V3 or 4 . . . . .27.00
Cape Cod Railroads 36.00
CB&Q Color Guide to Freight & Pass Cars 40.00
The Channel Tunnel Trains 36.00
Chesapeake & Ohio Strmlnrs V1 2nd to None 27.00
Chessie's Road 33.25
C&O Diesel Locomotives (Updated Vers.) .27.00
Chicago, Burlington & Quincy in Color . . .40.00
Circus Moves by Rail . . . .H/C 49.50, S/C 36.00
Classic Freight Cars V2, V3, or V4 . . . . . .21.50
Classic Freight V5. V6, or V7 . . . . . .22.50
Classic Locomotives Vol 1, 2 or 3 . . . . . .29.75
Colorado Rail Annual No. 21 . . . . . .40.50
Colorado's Modern Narrow Gauge Circle . .30.00
Coming of the NY & Harlem RR 40.00
Conn. Co's Streetcars . . .H/C 24.25, S/C 19.75
Conrail-Withers 43.00
Conrail Gondolas 22.50
CP Rail Annual 1993 . . . . . .33.25
Crooked & Weedy-Chesapeake & Western 34.00
CSX Freight Cars 22.50
Diesel Builders Vol 3 Baldwin Loco Works 54.00
Dining by Rail 31.50
Domestic Containers 22.50
Erie Lackawanna In Color V3 . . . . . .40.00
Erie Memories (Crist) 36.00
Freight Car Pictorial (Wayner) 21.50
Guide to North American Steam Locos . . .22.50
Great Northern Pictorial V1,V2,V3 or V4 . .45.00
Green Mountain Rails 58.50
The Great Road - B&O 54.00
Hard Coal Carrier V1-1st Gen. Geeps 18.00
Heartland (McDonnell) 45.00
Illinois Central Story 43.50
Illinois Central Monday Morning Rails . . .45.00
Illinois Central Steam Finale (Stagner) . . .22.50
The Interstate RR - Appalachian Coal Rd .36.00
Intermodal Transport V1 . . . . .13.50, V2 18.00
Jersey Central Lines Vol 2 . . . . . .40.00
Jersey Central Story 34.25
Lehigh Valley - NY Division (Bender) 47.25
Lehigh Valley Railroad (Archer) 40.00
Logging RRs of So. Carolina 38.75
Memories of N & W Power (Carleton) . . .31.50
Missouri-Kansas-Texas 40.00
Modern Union Pacific Grain Hoppers 22.50
Narrow Gauge to No Man's Land 35.00
New York, Ontario & West. in Diesel Era . .27.00
Nickel Plate Story (Rehor) 67.50
1930 Loco Cyclopedia - Reprint 65.00
Norfolk Southern Freight Cars Today 27.00
Northern New England (Morning Sun) . . .40.00
Northern Pacific Pictorial (Shine) 45.00
NYC Color Photo-Nowak V1 36.00,V2orV3 40.00
NYC Painting Guide 40.00
NYC Steam in Color 40.00
N&W and Virginian Rys in Color 29.00
Official Guide to Dining Car China S/C . . .36.00
Outer Station Reading, Pa. 15.00

"WHATS NEW?"

The Amtrak Story 24.25
BN Caboose 24.50
BN: RR Giant of the Pacific Northwest . . .24.50
Baltimore's Light Rail (Harwood) 14.25
Cabooses of the Baltimore & Ohio RR . . .44.00
Cabooses of the Norfolk & Western 45.00
Cascade Division BN/Milwaukee Rd (Fox) .36.00
Chesapeake & Ohio Dining Car Cookbook . . .17.00
Chicago & Northwestern Milwaukee Pictorial 27.00
CNJ/LV Color Guide to Frt. Equipment . . .40.00
Compendium of American RR Radio Frequencies15.25
Confessions of a Trolley Dodger from Brooklyn .22.50
Contempory Diesel Spotters Guide 18.00
Dixie Line 24.25
Erie Lackawanna - Death of a Railroad . . .40.00
General Electric's Shortline Boxcars 22.50
Ghost Trains & Depots of Georgia (1833-'83) . .58.50
GN Color Guide to Freight & Pass Cars . . .40.00
Go Pullman (Knoll) 36.00
Great Northern Equip. Color Pict.(FWW)V1 . .45.00
Guide to Tourist Railroads & Museums . . .17.00
Illus. Encyc. RR Lighting V1 RR Lantern . .54.00
Impossible Challenge II 58.50
Living in the Depot 30.50
Logging As It Was 31.50
Milwaukee Road Steam Power 51.25
Missouri Pacific Diesel Power 54.00
Missouri Pacific Northwest 28.75
NEB&W Guide HO Stm Era Frt Cars (Revised) . .45.00
New York Railways - The Green Line 18.00
Norfolk Southern Diesel Locomotives (TLC) .18.00
Norfolk Southern Motive Power Review H/C .35.00
Norfolk Southern Motive Power Review S/C .27.00
Northern Pacific Color Pictorial(FWW)V2 .45.00
NY Subways Car R1-R110 . . . . . .45.00
Plastics Cars 36.00
Pullman Standard Color Guide to Frt. Equip. .40.00
Pullmn Std. Lib. V16 CN, GM, Demos, Army 36.00
Railroad Atlas Colorado & Utah 21.00
Railroad Postcards in the Age of Steam 27.00
Red Electrics - SP Oregon Interurban 35.50
Route of the Eagles, MP Streamlined Era .40.50
Santa Fe Color Guide to Freight & Pass Cars .40.00
Santa Fe Steam - Last Decade (Stayner) . .17.00
Seaboard Coastline (TLC) 18.00
3 Axle Street Cars Vol 2 . . . . . .28.75
U-Boat (McDonnell) 45.00
Union Pacific Steam in Color 40.00
Virginian Rails 1953-1993 . . . . . .43.25
Warbonnets (Pope) 45.00
Western Maryland in Color 40.00
Whistle Over the Mountain 20.25

Pennsy Steam A to T (Carleton) 33.25
Pennsy Steam–A 2nd Look(Carleton) 34.25
PRR Hudson to Horseshoe (Volkmer) 40.00
PRR Elmira Branch 27.00
Piggybacks & Containers 42.25
Pull. Std. Lib.V7,8,9,10,11,12,13,14 or 15 . .ea. 36.00
Railroad Atlas of North America Northeast 21.00
Railroad Atlas of North America CA & NV .21.00
Railroad Signatures of the Northwest 45.00
Railroads of Vermont - A Pictorial 54.00
Reading Color Guide to Frt. & Pass. Cars .40.00
Reading Terminal & Market H/C 27.00 .S/C18.00
Revolutionary Diesel EMD's FT 22.50
Richmond, Frdrcksbrg, & Potomac (Griffin) .26.00
Rio Grande Southern V2 (Dorman) 54.00
Rock Island Color Pictorial 45.00
Rock Island in Color V1 or V2 . . . . . .ea. 40.00
Rock Island Westward (Lee) 49.50
The RGS Story V1, V2, V3 or V4 . . . . . .58.50
Santa Fe 1994 Annual 33.50
Santa Fe in Color V 1,2 or 3 . . . . . .40.00
Santa Fe 1940-1971 Color V4 Texas El Capitan .40.00
Santa Fe Work Equipment 36.00
Santa Fe Refrigerator Cars 36.00
Santa Fe System Standards V1,2,or3 .ea. 21.50
Skyline Limited Kaslo & Slocan Ry.(NG) . .40.50

Southern Pacific in Color 40.00
Southern Pacific in Oregon (Dill) 49.00
Southern Pacific in Oregon Pictorial 49.00
Southern Railroad Varnish 22.50
Southern Railway in Color 40.00
Southern Railway Depots V1 or V 2 . .ea. 18.00
Splendor Sailed the Sound (NH RR) 50.00
Steam Beneath the Red Star (Huxtable) . .54.00
Swayne Lumber Co. 35.50
Switchback to the Timber (Oregon Lumber) 22.50
20th Century Ltd. 1938-67 . . . . . .23.25
Tehachapi (Schmollinger) 40.50
TGV Handbook 16.00
Train Journeys of the World 18.00
Those Amazing Cab Forwards (Harlan) . . .34.00
3 Axle Streetcars Vol 1 . . . . . .28.75
Two Feet to the Lakes (Jones) 44.50
Turbines Westward . . . . . .H/C 37.75
Twilight of the Monongahela 29.75
Union Pacific Annual 1992 . . . . . .32.50
Union Pacific Official Color Photography .40.00
UP Freight Cars Today 22.50
Union Pacific Type (Kratville) 63.00
U.S. Military Railroads 26.00
Visions of the Pennsylvania RR (Teller) . .25.00
Wabash (Heimburger) 36.00
Wabash Standard Plans & Reference 20.75
West Virginia Logging Railroads 18.00
Westside Lumber Co. 54.00
Wilmington & Columbia Div. Reading RR .19.00
World Gazetteer v1,2, & 3 . . . . . .38.00
World Metro Systems 14.00

CD-Riding in an Open Vestibule 15.00
CD-From Safety Valves to Ribbon Rails . .15.00
Cassette-Western Railroad Songs (3 Hours) .18.00

RON'S VIDEOS - ALL VIDEOS ARE VHS ONLY!

Great Model RR Vol 1 thru 20 . . . . . .ea. 35.00

Herron Rail Service

Chicago' 1970 . . . . . .49.95
Krofta's New York Central Vol 1 or Vol 2 . .39.95
Railways of the Northwest & The BN 39.95

Pentrex

Atlanta Steam Celebration 24.00
Along the Hudson Division 32.00
California's Baldwin Diesels 24.00
Conrail's Hot Spots - The East 32.00
Eastern Quebec's Ore Lines Vol 1 or Vol 2 24.00
Frisco 1522 . . . . . .24.00
Great American Train Rides V1,2,3, or 4ea. 12.00
Pennsylvania Collection 32.00
Steam Across America Vol 1 - The East . .32.00
Steam Across America Vol 2 - The West . .32.00
Steam to Chicago 24.00
Tragedy at Cajon Pass 24.00
Train Wrecks, Crashes & Disasters 1943-1955 .24.00
UP 3985 Over Cajon 24.00
Winchester & Western-A Big Little Shortline .16.00

RON'S COLLECTOR'S CORNER

American Narrow Gauge (Krause) 65.00
Bessimer & Lake Erie (Beaver) 60.00
Denver South Park & Pacific Memorial Ed. .125.00
Diesel Years (Olmsted) 35.00
Key Route Vol 1 & 2 . . . . . .125.00
Marshall Pass (Borneman) 85.00
Mineral Belt V1,V2,V3 . . . . . .225.00
The Mountains (Ferrell) 125.00
Nappa Valley Route 65.00
The Northerns (Ferrell) 110.00
100 Years of Capital Traction (King) 45.00
Pacific Coast Shay 40.00
Peoples Railway 65.00
Prarie Rails 55.00
Rails to Carry Copper - Arizona (Chappell) 70.00
Railroads of Nevada Vil 1 & Vol 2 . . . . . .100.00
Ride the Big Red Cars (Crump) 45.00
Silver San Juan (Ferrell) 100.00
Some Classic Trains 100.00
Unique New York & Long Branch 50.00

Send $2.00 for latest list of books and videos. List no charge with purchase. All orders must be paid in U.S. funds. NY residents please add correct sales tax. Print your name, address and phone number. Credit card users add card number and expiration date. allow 4 weeks for delivery. For delivery outside of USA please add $3.00 per book or tape. Make checks payable to Ron's Books. Only inquiries which include a SASE will be answered. Prices subject to change.

WE BUY COLLECTIONS

KODACHROME: CHIP SHERMAN

COLOR PRINT: JOSEPH MAZUR

NEW FROM GE are BC Rail Dash 9-44CWLs 4641-4644, equipped with Locotrol for remote slave service. The 4641 was at Squamish, British Columbia, on April 18, 1995 (**above**). GE is also delivering 203 a.c.-drive, 100-series AC4400CWs to Southern Pacific. On May 4th, the 107 was on train EYMSL at North Yard in Denver (**right**).

KODACHROME: CHIP SHERMAN

EMD LEASING applied a simplified paint scheme to its last seven SD70Ms, including 7019, which was working a UP train on Track 3 of Sherman Hill (**above**) at Speer, Wyoming, on April 27, 1995. See RAILNEWS.

THE SUSQUEHANNA now has super cabs! SD70M 4050 was at VMV in Paducah, Ky., on May 20, 1995 (**below**). NYS&W also saw some of Canada's first "flared" units (**right**) in the form of CP SD40M-2s (ex-D&RGW SD45s rebuilt by MK) leading train 252 at Little Ferry, N.J., on April 14. See RAILNEWS.

FUJI VELVIA: MARK SONZOGNI

FUJICOLOR: CLIFF DOWNEY

HAROLD H. CARSTENS
publisher

JAMES A. BOYD
editor

MICHAEL J. DEL VECCHIO/associate editor
BRUCE E. KELLY/associate editor
MAUREEN FRAZER/editorial secretary
KELLY EAMIGH/editorial assistant
GEORGE M. SMERK/traction columnist
JAMES D. PORTERFIELD/menu columnist
JOE L. DIAZ/traction publications columnist
CURTIS L. KATZ/cartoonist
JOHN A. EARLEY/director of advertising
PIETER UPTEGROVE/advertising sales manager
LARRY DEITCH/advertising production manager
ROBERT O. COSGROVE/director of marketing
JANET McNABB/office manager and bookkeeper
PHYLLIS M. CARSTENS/assistant to the publisher

Circulation Manager: Henry R. Carstens. **Circulation:** Rose M. Gervasi, Peggy Gardner, Joanne Guest. **Advertising Production:** Mary Ann Lengle, Faith henderson. **Reader Service:** Lynn Thomas. **Dealer Service:** Cathy Streeter. **Shipping:** John Loux.

From the Publisher's desk: They Made It World Class

There are many fine collections of railroad equipment in this country, many of them suffering from a severe lack of protection from the elements so that even where maintenance is continual, volunteer help is barely able to keep up with the ravages of vandals and weather. They need money to do it.

One that had suffered was Steamtown of Vermont. Now operated by the National Park Service in Scranton, Pennsylvania, Steamtown has done much to create a superb display that will attract the public, but critics complain that Steamtown is second rate and not worthy of public funding. In our view Steamtown is well on its way to becoming a world class railroad museum, just as is the California Railroad Museum in Sacramento and the B&O Museum in Baltimore. In addition to the former Lackawanna engine shop facility, Steamtown has access to the former DL&W main line for excursions and is near the Pocono resort area, anthracite mine museum, Delaware Water Gap and other tourist attractions.

About a hundred miles south of Scranton, there was a dedication on May 20, 1995, of a large new wing at the Railroad Museum of Pennsylvania in Strasburg. The covered display area has been enlarged with a Victorian style train shed whose tracks house steam and electric locomotives and complete trains representing different eras of railroading going back to the 1870s. Much of the equipment came from the Pennsylvania Railroad collection and includes 2-8-0 1187, which had been displayed at the 1939 New York World Fair and E6 460, the famous "Lindberg" 4-4-2. I'd last seen 460 on a Railroad Enthusiasts fantrip to Atlantic City in the 1950s. Also on display is the "other" preserved K4s Pacific, 3750, now looking much as she did in her prime (the famous "Horseshoe Curve" K4s 1361 is presently in Altoona).

Throughout the interior are seminar rooms, model displays, bells, statues, paintings and other railroad artifacts. For the dedication there was a band, speeches, seminars and costumed guides. Outdoor displays center around a working former Lehigh Valley turntable. Here are the original riveted GG1 4800, Nickel Plate Berkshire 757, Lehigh Valley Budd Car 40, Reading camelback goat 1187 made famous by Mantua in HO scale many years ago, as well as a representative collection of Pennsy motive power.

On the dedication weekend in May, the 1940 Altoona-built *John Bull* replica chuffed around the yard, contrasting to the giant new Conrail SD60I fresh from assembly the week before at Conrail's Altoona Shop — 55 years of Altoona-built power on display, and the steam engine was the one that was running! Strasburg's ex-CNR 2-6-0 came in occasionally to ride the turntable. The adjacent Strasburg Rail Road had a 1920 vintage freight traversing its trackage with three steamers in operation: the CNR 2-6-0 89, Great Western 2-10-0 90 and one of our featured locomotives of this issue, N&W 4-8-0 475. With beautiful weather, the charm of the Amish countryside, the TCA toy train museum and many other nearby attractions, the Railroad Museum of Pennsylvania can now be ranked among the handful of world class railroad museums.

RAILFAN & RAILROAD

August 1995/vol.14 no.8

RAILROAD / founded 1906 / vol. 117 no. 5

Features

40 **Norfolk & Western's remarkable 4-8-0s**/Thomas D. Dressler
49 **The 1995 R&LHS Railroad History Awards**/William L. Withuhn
50 **Main Line Railroading in Oregon**/Steve Jessup
58 **Branch Line to Fame**/Thomas D. Dressler
63 **Baldwin Field Day**/Color coverage

Departments

4 **Railnews**/news in color
6 **Fanmail**/letters from readers
7 **Timetable**/events
10 **Museum & Tourist Railroad Directory**/plan your travels
14 **Railroadiana**/product news and reviews
20 **Videos**/videotape reviews
24 **Camera Bag**/Organizing Your Photography (Robl)
27 **We'd like you to meet...**/Jessup
32 **On the Menu**/Trackside Eateries
33 **Railfun**/Curt Katz
34 **Transit Currents**/George M. Smerk
36 **Railnews**/news in detail
60 **Railnews**/news in color
61 **Markers**/editorial commentary
62 **Switch List**/classified advertising
64 **Advertising Index**/the railfan marketplace
66 **Railnews**/news in color

Cover

The state of Oregon has plenty to offer the visiting railfan, and one of its busiest and most spectacular main lines is the Union Pacific along the south shore of the Columbia River. On March 29, 1990, a pair of UP Dash 8-40C's had a westbound manifest at the end of double track at Cascade Locks. Steve Jessup reviews the main line action in Oregon in his article beginning on page 50. Kodachrome by Keith E. Ardinger.

Back on September 7, 1957, 4-8-0 429 had Norfolk & Western Mixed 201 southbound on the Abingdon Branch at Warrensville, N.C. More Abingdon action can be found on page 58, and on page 40 Tom Dressler relates the story behind the N&W's unusual 4-8-0s. Kodachrome by Robert F. Collins.

RAILFAN & RAILROAD (ISSN 0163-7266) is published monthly by Carstens Publications, Inc., Phil Hardin Road, Fredon Township, (P.O. Box 700), Newton, New Jersey 07860-0700. Phone 201/383-3355. Harold H. Carstens, President; Marie L. Merkle, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Second-class postage paid at Newton, NJ 07860 and additional mailing offices.

POSTMASTER: Send address changes to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Copyright © 1995 by Carstens Publications, Inc. Printed in U.S.A. Canadian GST #124725060.

SUBSCRIPTIONS: U.S.A. and possessions: $27.95 per year, $49.95 for two years, $69.95 for three years. Canadian (includes GST) $35.95 for one year, $65.95 for two years and $93.95 for three years. Foreign: $37.95 per year, $69.95 for two years, $99.95 for three years. All communications regarding subscriptions and change of address should be sent to Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860. Please allow six to eight weeks for change of address.

CONTRIBUTIONS: Articles and photographs are welcome. Contributors are advised to keep a copy of their manuscripts and illustrations. When requested, we will endeavor to return all material in good condition if accompanied by return postage. Payment is normally made upon publication. The contents of this magazine may not be reprinted without written permission of the publisher.

ADVERTISING: Advertising offices: RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Phone: 201/383-3355. FAX: 201/383-4064.

BOOKS ON EASTERN RAILROADING

The Route Of Phoebe Snow.....$24.95
by Shelden S. King
Pennsy K-4's Remembered.....$ 6.95
by Frederick Kramer
Electric Trains To Reading Terminal.....$17.95
by Wes Coates
The Handsomest Trains In The World.....$15.95
by Greenberg & Kramer
The Morristown & Erie Railway..... $ 8.95
by Bob Pennisi
26 Miles To Jersey City..... $ 8.95
by Pete Komelski
Lehigh Valley Railroad Passenger Cars..... $13.95
by Mickey & Warfel
Railroad Stations Of New England Today
Vol. 1 The Boston & Maine..... $ 7.95
by Mark Beauregard.
The Northeast Railroad Scene series
(a brief look before Conrail)
by Bob Pennisi
Vol. 2 The Lehigh & Hudson River..... $ 4.00
Vol. 4 The Erie Lackawanna..... $ 6.50
Vol. 5 The Jersey Central..... $ 6.00
Vol. 6 The Penn Central..... $10.00
Change At Ozone Park.....$18.95
by Herbert George

NEW BOOK ! ! !

The Hard Coal Carriers - Vol. 1

"First Generation Geeps" by Gerard Bernet.....$19.95
An 80 page book with 11 color plus 119 B&W photos of GP-7, GP-9 & GP-18 locos of the CNJ, DL&W, Erie, RDG, LV and EL. The book contains complete roster info and detail data on each road's units. This is the first in our series of books on the "Anthracite" carriers. Others will be coming soon.

Hard Cover Books:

We are now handling total distribution of Tri-State Railway Historical Society books:
The Lackawanna Railroad in Northwest New Jersey
by Lowenthal & Greenberg..... $39.95
Down Along The Old Bel-Del..... $35.00
by Warren Lee

Photographs.....$2.50 each

Our catalog lists over 5500 different steam, diesel, electric & trolley photos printed on 8x10 paper.
The catalog also lists books of other publishers, videos and misc. railroadiana.
Catalog....$1.00 (free with order)
(new catalog each March)
ORDERING INFORMATION:
Orders under $25.00 add $2.00 postage & handling
New Jersey residents add 6% sales tax
Foriegn orders add 10% for shipping (minimum $4.00)
(allow up to 4 weeks for delivery)

Dealer inquiries invited.

Dept. R
P.O. Box 114
Flanders, NJ 07836

RAILROAD AVENUE ENTERPRISES

Fanmail

Those are ex-C&NW F-units

A couple of errors slipped into your news item and photo caption of the ex-C&NW F-units in the July issue.

First, the A units are currently numbered C&NW 400-403; there is no 404. Second, the units are pictured outside the east end of the steam locomotive shop. There is no diesel shop here, but we do maintain the historic diesels in the steam shop.

Finally, while there are no plans to restore the C&NW F7s, if we eventually restore any of them, they will be painted, lettered and numbered as Union Pacific locomotives, not C&NW.

STEVEN A. LEE
Manager Train Operating Practices
Union Pacific Railroad
Cheyenne, Wyo.

The book on Burma-Shave

In reference to the June 1995 MARKERS, there is a book about the Burma-Shave signs that readers might be interested in: *The Verse by the Side of the Road*, by Frank Rowsome, Jr., published by Stephen Greene Press. The first printing was in 1965.

BILL LEDERMANN
San Francisco, Calif.

Here are two more for your Burma-Shave collection:

Train wrecks few / reason clear / fireman / never hugs / engineer / Burma-Shave.

Train approaches / whistle squealing / pause / avoid that / rundown feeling / Burma-Shave.

KRIS MILLER
Somerset, Pa.

Enjoyed the bit in June about the Burma Shave signs. I remember years ago riding with my parents and seeing them along the road. One sticks in my mind:

Spring has sprung / the grass / has riz / where last year's / careless driver is / Burma-Shave.

HARRY J. BEUCHERT
Kearneysville, W.Va.

On Santa Maria Valley tonners

Your RAILNEWS article on page 34 of the June '95 issue about the Northern Nevada contains an error. Santa Maria Valley 70-tonners Nos. 30 and 40 were sold to Northern Nevada, *not* the 70 and 80, as stated. The 70 and 80 are the only GE 70-tonners left running on the Santa Maria Valley. A few years ago the SMV had eight units running, sometimes triple-heading them! Number 10 is still on the property being cut-up for parts, and the 20 and 50 were sold to Peninsula Terminal in Portland, Oregon. The rare GE U6B No.60 was cut up several years ago.

The SMV now has a rebuilt GP9 that rotates in service with the 70 and 80. Most days, though, they use just one unit.

PETER ARNOLD
San Luis Obispo, Calif.

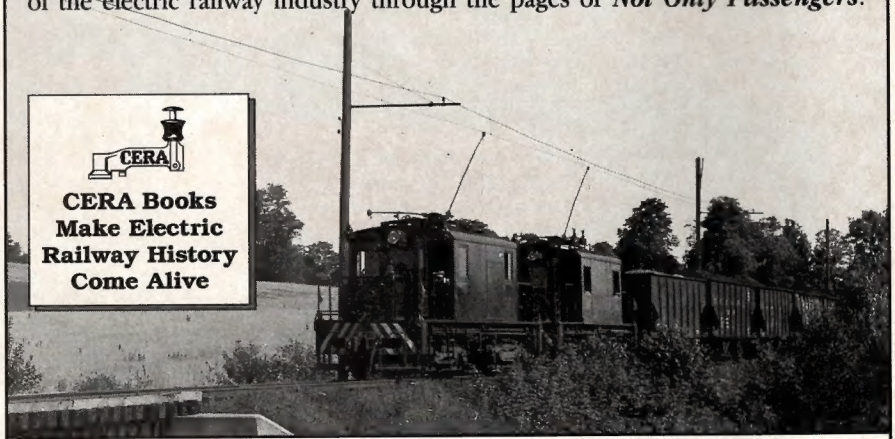
No divide on the Carrizozo

The caption on page 56 of the Carrizozo District feature in the July 1995 issue asserts that "The Continental Divide appears to be a little more than a bump... at Corona." Either an unwary writer or mapless editor allowed a slip-through here.

The map on page 54 would be instructive enough, with the Rio Grande River flowing by Albuquerque, Belen and El Paso. The Rio Grande empties into the Gulf of Mexico between Texas and Mexico. Thus, Corona, New Mexico, would be some distance east of the Divide.

Electric railways carried not only passengers

Many electric railways found freight traffic to be a profitable adjunct to their passenger operations. Learn about this important, but often overlooked, aspect of the electric railway industry through the pages of ***Not Only Passengers***.



Order # B-129 **$35** postpaid (IL residents add $3.06 tax). Free book catalog available.
Central Electric Railfans' Association, P.O. Box 503, Chicago, IL 60690

The New Mexico highway department map indicates the Continental Divide crosses the SP about 25 miles west of Deming, N.M.

There is an interesting conjecture as to what vital role the over-and-under crossing at Vaughn, N.M., might have played had SP and SF actually merged back in the 1980s.

THEO E. SOMMERKAMP
Columbus, Ohio

You're right. It seems the highest point on the SP system is not straddled over the Continental Divide, as one might assume. The SP crosses the divide at an elevation of 4584 feet between Lordsburg and Deming, N.M., which is more than 2000 feet lower in elevation than Corona. Blame the mistake on a somewhat mapless editor, not the author — B.K.

Those hot UP E-units

In reading the February 1995 FANMAIL, I came upon Daniel Schroeder's "hot" comments regarding the Union Pacific E9s. I was with Dave Stanley when we made the trip across the environs of the Sacramento valley when the temperature was in the upper 90s to low 100s, and, yes, it gets hot in these units due to the carbody construction. I can see that the air conditioned cabs of the Dash-8s and SD70Ms have dulled the senses as to Daniel's past operating history on Amtrak's E's (many of these were ex-UP). It also recalled memories of my days on the Rock Island out of Chicago in the sweltering heat riding E's, F's and, yes, extremely hot GP7s. If one knows that these locomotives were rebuilt to keep the same exterior design as they had in the 1950s, then an engineer should not expect to have air conditioning. I am sure that to provide such would require modifications to accommodate intake ducts and equipment. The modern locomotives have side carbody doors to remove the air units for repairs.

I guess what all this means is that, if you request to operate these unique units, you should be prepared to operate like in the good old days. And, if you think the diesels are really hot, you ought to ride in the cab of a steam locomotive across Missouri in mid-August. "Oh, for the good ol' days!"

BOB KRIEGER
Union Pacific steam crew
Cheyenne, Wyo.

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

STEAMTOWN GRAND OPENING ACTIVITIES in and around Scranton, Pennsylvania, are scheduled as follows. For tickets and updated information, contact: Steamtown Grand Opening Committee, P.O. Box 431, Scranton, PA 18501; 717/342-7711.

June 30-July 1 NYS&W 2-8-2 142 round trip Syracuse and Binghamton, New York, to Scranton, $99.95 coach from Syr., and $79.95 from Bing., including double occupancy room at Univ. of Scranton (contact NYS&W at 800/366-6979, x-142). **July 1** NRHS Convention trip from Pocono Summit, Pennsylvania, to Scranton, possibly powered by Milwaukee Road 4-8-4 261; Steamtown ribbon cutting. NYS&W 142 used on the hourly Moscow trips. **July 2-4** Hourly round trips Scranton to Moscow, Pennsylvania, powered alternately by Milwaukee Road 4-8-4 261 and Pere Marquette 2-8-4 1225. **July 15** Round trip Scranton to Carbondale, Pennsylvania, using Steamtown power; Scranton to Moscow round trips powered by Milwaukee 261; maintenance of way equipment on display. **July 22-23** Milwaukee 261 round trip Scranton to Syracuse, New York. **July 30-August 1** NRHS equipment displays

August 12-13 Diesel and intermodal displays. **August 19-20** Milwaukee 261 round trip Scranton to Binghamton both days. **August 27** Steamtown train round trip Scranton to Carbondale.

PUEBLO, COLORADO, July 2-4. Pueblo Railfest '95 at Pueblo Union Station 8am-9pm. Equipment displays, modular layouts, walk-through tours. Adults $2, ages 6-12 $1. Contact: Pueblo Locomotive & Rail Historical Society, P.O. Box 322, Pueblo, CO 81002; 719/947-3359.

MIDDLETOWN & HUMMELSTOWN RAILROAD, 136 Brown Street, Middletown, PA 17057 (717/944-4435) will host the following special events.Trains depart from Race Street Station, prepaid reservations required on trips with meals.

July 3-4 Uncle Sam on the train, departing 11am, 1, 2:30

THE RED ELECTRICS

SOUTHERN PACIFIC'S OREGON INTERURBAN

by Tom Dill and Walter R.Grande is the story of the Espee's attempt to create an interurban empire in Oregon's Willamette Valley. And they almost made it!!136 pages, 200 rare photographs, rosters, plans, maps, including birds-eye views by John Signor. **Hardbound with color dustjacket. $39.50**

Available:
THE SOUTHERN PACIFIC IN OREGON by Ed Austin & Tom Dill. **Hardbound $54.50.**
THE SOUTHERN PACIFIC IN OREGON PICTORIAL By the same authors **Hardbound $54.50**

ALSO AVAILABLE

Argent, Last of the Swamp Rats by Mallory Hope Ferrell. As author Mal Ferrell puts it, Argent was Rushton stacks, Spanish moss, a coffee can on the backhead - no air brakes,no minimum wage, no water glass, no nuthin'. Just simple down-home railroading! a modeler's dream. **144 pages, 200 photographs, 8 pages in color, plans, rosters, maps. Hardbound $39.50**

PACIFIC FAST MAIL
P.O. Box 57, Edmonds, WA 98020
(206) 776-3112 Fax (206) 775-5076

Watch for these books in 1995: THE SP&S, Austin & Dill. TO TACOMA BY TROLLEY, W. W. Wing. Plus a reprint of TO SEATTLE BY TROLLEY, also by Wing.

RBH

Raritan Bay Hobbies
P.O. Box 4231
Metuchen, NJ 08840
908-494-2932

*SALE THRU SUMMER!**

B & O Vol. 1 or 2	30.45
Bessemer & Lake Erie In Color	35.45
CB & Q In Color	35.45
CB & Q Color Guide	35.45
Conrail Commodities	35.45
Frisco In Color (Due 9-95)	35.45
Great Northern Color Guide	35.45
IC Monday Morning Rails	35.45
NH The Final Decades	35.45
NYC Color Guide	35.45
Rock Island Color Vol. 1 or 2	35.45
Santa Fe Color Guide (Due 7-95)	35.45
UP Steam In Color (Due 8-95)	35.45

***SALE ENDS SEPTEMBER 6, 1995**

MANY NEW TITLES

Atlantic City Railroad	17.95
BN Caboose Book	21.45
BN Freight Cars Today	23.85
B & O Great Photos	31.95
BN Diesel Locomotives	43.95
Baltimore's Light Rail (Due 7-95)	12.45
Beyond The Third Rail	35.95
Burlington Color Pictorial	39.95
By Streamliners - N.Y. To Florida	31.95
C & O Streamliners - Second To None	23.95
C & O Dining Car Cookbook	14.95
CNJ/LV Color Guide	37.45
CSX Freight Car Review '94	19.95
Cabooses Of B & O	38.95
Classic FGT. Vol. 7 - 40' Box	19.95
Cinders & Smoke	5.45
Confessions Of A Trolley Dodger	19.95
Contempo Diesel Spotters Guide-2nd Ed.	15.95
Dixie Line - NC & STL	21.45
Erie Memories	31.95
Erie's USRA Heavy Pacifics	13.95
GN Color Pictorial Vol. 1, 2, 3 or 4	39.95
Hard Coal Carriers - Vol. 1 Early Geeps	19.95
High Line To Leadville	7.95
IC Streamliners '36-'46	15.95
Impossible Challenge II	51.95
Jersey Central Story	29.95
Lindenwold Hi-Speed Line	7.95
Missouri Pacific Diesel Power	47.95
Missouri Pacific Northwest	25.45
Modeling The C & O	11.95
N.G. To No Man's Land	30.95
N.P. Color Pictorial Vol. 2 (Due 7-95)	39.95
N.S. Diesel Locos (TLC)	15.95
Next Stn. Vol.13-Buffalo, Bradford, Dunkirk	15.95
P-S Color Guide To FGT Cars	37.45
P-S Library Vol. 16-CN, GM Demos, Army	31.95
RR Atlas 1, 2, or 3	17.45
Remarkable GG1	9.95
Richmond, Fredericksburg & Potomac	22.95
Rock Island Diesel Locos	14.95
Rock Island Color Pictorial	39.95
Route Of The Eagles - MP	35.95
SP Dieselization	33.95
SP Diesels Vol. 1 - FM	11.95
SP Diesels Vol. 2 - Hydraulics	13.95
SP Freight Cars Today '94	11.95
SP Steam Switchers-Pacific Lines	13.95
Seaboard Coast Line	15.95
Steam Beneath The Red Star	39.95
Steam Locos Of B & O	17.45
Stories From The Two Ft. Gauge	15.95
The Red Electrics	31.95
Ticket To Toltec	7.95
Trail of the Blue Comet	55.95
Trainwatcher's Guide to CNW	8.95
U Boats	39.95
Up Clear Creek On The N.G.	29.45
Virginian Locomotives	12.45
Virginian Rails	37.95
Warbonnets Super Chief Super Freight	39.95
Western Maryland In Color	37.45

BACK ORDERS GLADLY ACCEPTED
NEW ITEMS SHIPPED AS AVAILABLE
TIMELY SERVICE

FAX YOUR ORDER VIA OUR COMMON PHONE NUMBER

Master Card and **VISA** accepted. Shipping on U.S. orders add $3.00 for first title, $1.00 for each additional title up to a $5.00 maximum. Foreign orders welcome, postage at cost. NJ residents add 6% sales tax. FAX/Phone orders accepted with full credit card information. Send a large self-addressed, stamped envelope for complete book listing.

SAVE $$$

Books and Videotapes

Prices good till end of magazine cover month.
Shpg$3.75/order+75¢ ea extra book; 50¢ tape.
Canada add $6/book order + $1 each book extra. Minn residents add 6.5% Sales tax.
SASE for complete free Video or book list.

PENTREX VIDEOS see shpg above
Into Allegheny Range 2, 80 m. 14.95
Into Allegheny Range, Vol 3. 2 tapes....28.95
Into Allegheny Range, Vol 1, ...28.95
Buy Vol 2 & 3 list 49.95 ours.. 39.95+
Buy Vol 1,2,3 list 79.95 ours... 63.95+
Preview Vol 4; I hr; 45 min....14.95
*Great American Train Ride 3 & 4 ea 11.95
Conrail Hot Spots East, 2 hrs....28.95
Santa Fe Raton Pass, ...28.95
Powder River Basin Coal 90 m 28.95

***=New MISC VIDEO TAPES**
Stocking: G.Frog, Scholl, Dancer, S.River
V.Rails, Goodheart Herron, Mark I, Clearblck
Frog: Pacific Northwest Kaleidoscope....31.95
Frog:Rio Grande Sou Modeling 60m 23.95
*Frog: CSX Vol 4 Louisville-Cincinnati....28.95
GTVP: Canyons, Tunnels, Passes West..28.95
Goodheart; The Indus Express;Pakistan..31.50
T.Tank Engine #13 Rusty to Rescue....11.95
WB Kindig's Diesels I (UP) 35 m. 24.95
*Plets: Duluth Winnipeg & Pac. 100m 31.95
*A.Keller; Great Model RR #20 B&B HO .31.95
A.Keller; Great Model RR 1-20 ea. 31.95
V.Rails; UP 6900, 30 min.... SALE....8.50
V.Rails Great Northern 1, 2, 3 each....21.95

ADD SHPG TO BOOKS LISTED BELOW
U.S. $3.75/order +75 cents each extra book
Canada $6. + $1. each extra book

★=new CHECK THESE LOW BOOK PRICES
Missouri Pacific Lines Color, Collias....29.95
Katy Power, Collias SALE 272p....21.95
Kearney & Black Hills, UP branch 415p $22.95
RR Land Infinite Variety, S.Dakota's RR .10.95
*Railroads of Coors Field, 47p 7.25
*Coal Car Eq. N&W Rwy; 20pp 4.50
*NS 1982-94 Motive Pwr Rvw, Withers....28.95
*Pullm Std Color Gde to Frt Eq'60-70....37.00
*Georgetown & The Loop, 270p 29.50
Appalachian Coal Mine & RRs, Dixon....12.50
Argent, Last Swanp Rats, Ferrell 29.50
American Classic, Durango & S. NG....18.50
B&O Impossible Challenge 2, H.cvr....48.50
B&O Vol 2, Sunburst Trail-Chicago....34.50
Baltimore & Ohio E-Units,Nuckles....12.50
Brown Book on Brass Locos, 3rd 18.95
Burlington Rte Color Pict. 1, A.Holck....37.50
CNJ/LV Color Guide Frt. Passgr....37.00
Cascade Division; Burwash 128p....29.95
Colorful East Broadtop, S.cvr Ferrel, ...19.50
Cabooses of B&O; H.cvr 176p....37.50
C&NW--Milw Rd Pictorial, color....22.00
CB&Q Color Gde to Freight & Passgr....37.00
Chicago Burlington Quincy color 1, ...37.00
Great Northern Color Gde Frt & Passgr ..37.00
Great Nor'n Eq Color Pic; 4-Ways 37.50
Greenberg Lionel Cataloges 1-5 ea. 79.00
Nashville Chattanooga & St. Louis....19.95
N&W Diesel's Last Conquest S.cvr....10.95
Midland Rte, Colorado Midland Gde....32.95
Milw Rd. Steam Power, Tigges....42.50
Missouri Pacific Diesel Power, Eudaly 44.95
Railroad Signatures Across Pacific NW.. 37.00
Rock Island in Color 2, 1964-end....37.00
Rock Island Vol 1, Marre(4-Ways)....37.50
Seaboard Coast Line RR, Nuckles.... 14.50
Santa Fe Steam, Last Decade '49-59....14.35
Twenthieth Century Ltd 1938-1967, ...19.50
Streamliner NY to Florida, Welsh 29.95
Santa Fe in Color, 1,2,3,4 each....37.00
The Search For Steam, reprint 31.00
The Nickel Plate Story, reprint 484p....55.95
The Last of Steam, Collias reprint....29.95
U Boats; McDonnel, color 192p 37.50
Union Pacific 1992 Annual, 144p 28.50
Warbonnets, Super Chief -Fleet....37.50
Wisconsin Rails 2, 144p Scvr....22.50

Books going out of Print
Chicago & Northwestern Memories,Cook31.75
Pennsy Diesel Years, V.1, Yanosey....36.50
Pacific Fruit Express, History....59.95
Powder River Coal & BN's Den Div....28.95
PRICES SUB. TO CHANGE W/OUT NOTICE

PERRY'S HOBBIES
114 VERNON AVE., P.O. BOX 68R
MORGAN, MN 56266 (507)249-3173
Orders only 1-800-433-1264

and 4pm (no 4pm train on the 4th), adults $6, children 3. **July 15** Trip to Indian Echo Caverns departs 4pm, with buffet picnic and live music, adults $21, children $12.50. **July 29** M&H 105th anniversary dinner train departs 6:30pm for round trip along Swatara Creek with hot meal served on board, adults $25, children $18.50.

August 12 Trip to Indian Echo Caverns departs 4pm, followed by chicken barbecue and live music, adults $22, children $15. **August 26** Dinner trip departs 6:30pm, adults $25, children $18.50.

PETERSBURG, VIRGINIA, July 6-8. N&W Historical Society Annual Convention at Ramada Inn Convention Center. Free shuttle service between hotel and Amtrak station at Ettrick for those arriving by train. Events include tour of Old Dominion Chapter NRHS museum at Richmond, model displays, model and photo contests, catered picnic alongside N&W main line at Crewe, layout tours, banquet with special guest speaker. Registration $30 for members, $35 for non members, additional charges for banquet and tours. Contact: N&W Historical Society, P.O. Box 201, Forest, VA 24551-0201; 703/978-6673. To reserve rooms at the Ramada phone: 804/733-0000.

REDMOND, OREGON, July 9. Mt. Emily Lumber Shay No.1 will power Sunday Champagne Brunch Train to Prineville and return on 38-mile route through Crooked River Valley. Depart 11am, return 2pm. Contact: Crooked River Railroad Company, 525 S. 6th Street, Redmond, OR 97756; 503/548-8630.

BOSTON, MASSACHUSETTS, July 15-30. "Pacific Northwest Experience" via Amtrak from southern New England to Portland, Ore.; Seattle, Wash.; and Vancouver, B.C. Fares start at $2000 per person coach, double occupancy. For details send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; or phone: 617/361-4445.

CHICAGO, ILLINOIS, July 21. Railroad Club of Chicago will operate a photographer's excursion to Fox Lake via scheduled Metra/MILW trains, making numerous intermediate photo stops. Depart Union Station 4:20pm, return 8:37pm. Adults $18, under 12 with adult $9. Contact: Railroad Club of Chicago, P.O. Box 8292, Chicago, IL 60680; 708/251-2262.

CHICAGO, ILLINOIS, July 23. Railroad Club of Chicago will operate a luncheon trip to the famous Millers Home Cafe in New Carlisle, Indiana, using scheduled South Shore Line interurban trains. Depart Randolph Street 10am, return 5pm. Adults $30, under 12 $15, includes rail transportation and buffet lunch. Contact: Railroad Club of Chicago, P.O. Box 8292, Chicago, IL 60680; 708/251-2262.

JERSEY CITY, NEW JERSEY, July 23. "Steam Sunday" at CNJ Terminal Building in Liberty State Park, noon-5pm. Steam whistles in operation, with historical transportation exhibits, movie and slide presentations and lectures. *Free admission.* Contact: D. Kindervatter, Liberty State Park, Morris Pesin Drive, Jersey City, NJ 07304; 201/915-3411.

MONTANA ROCKIES DAYLIGHT two-day one-way excursions between Sandpoint, Idaho, and Billings, Montana, (passengers may board at either point) operated by Rail Views Limited, 218 Cedar Street, Sandpoint, ID 83864 (800/519-RAIL) on the following dates over scenic MRL (ex-NP) trackage powered by F45 diesels via Evaro Hill, Mullan Pass, Missouri River Canyon and Bozeman Pass. Overnight stay at Missoula. Fares for two-day, one-night tour (per person, double occupancy): coach $399, dome car Club Service $549. Motor coach connection beteen Sandpoint and Spokane, Washington, $17.50. Three-day side tour of Yellowstone National Park $189.

Sandpoint-Missoula-Billings: July 28-29, August 11-12, August 26-26, September 8-9, September 22-23.

Billings-Missoula-Sandpoint: July 30-31, August 13-14, August 27-28, September 10-11, September 24-25.

MIDLAND, MICHIGAN, August 2-5. C&O Historical Society Annual Conference featuring Pere Marquette 2-8-4 1225 and steam trip on Huckleberry Railroad. Contact: Attila Zombor, 12973 Wesley, Southgate, MI 48195; 313/283-5060.

SPRINGFIELD, ILLINOIS, August 3-6. Illinois Central Railroad Historical Society 16th Annual Meeting at Holiday Inn East, 3100 S. Dirksen Parkway. Contact: Mark L. Miller, 1204A W. Central, Marion, IL 62959-1022; 618/997-5788 evenings.

ST. LOUIS, MISSOURI, August 5. UP E9s will power rare mileage excursion to Chester, Illinois, along Mississippi River; Chester-Mount Vernon on ex-MP Pinckneyville Sub; Mount Vernon-Chester on ex-C&EI and back to St. Louis. Ride all or part of trip, dome seating available. Contact: St. Louis Chapter NRHS, 11221 Manchester Road, Suite 321, St. Louis, MO 63122; 314/353-5635.

FLANDERS, NEW JERSEY, August 6. High Bridge Branch Dinner Train on newly reopened trackage operated by Morristown & Erie, complete with M&E dining car china. Limited coach seating also available. For details send SASE to: New Jersey Midland Railroad Historical Society, P.O. Box 6125, Parsippany, NJ 07054.

TUKWILA, WASHINGTON, August 11-12. MILWEST Annual Meet at Tukwila Community Center, 7pm-midnight Friday, 9am-midnight Saturday. Adults $8, couples and families $12. Contact: Doug Nighswonger, 23715 NE 6th Court, Redmond, WA 98053.

MILBANK, SOUTH DAKOTA, August 12-13. Milbank Trainfest '95 featuring trains rides on the Whetstone Valley Express, motor car show, railroadiana and more. Train ride

Pacific Limited

1995 Steam & Diesel Excursions

"Pony Express" Sep. 2,3
Omaha-Kansas City-Salina
"City of Portland" Sep.15 to Oct 8
DENVER - PORTLAND
Denver-Laramie-Rock Springs-Pocatello-Boise-Baker City-Wallula-Spokane-Bonners Ferry-Portland-Bend-Butte

All trips powered by Union Pacific Challenger Steam Locomotive 3985 & E9 passenger diesels
Hotels and return bus transportation not included in ticket price

Pacific Limited
P. O. Box 27081
Salt Lake City, UT
84127-0081
801-355-5871

KODACHROMES, TOP: BRUCE KELLY; BOTTOM: CARL PERELMAN

RAILFAN &

KODACHROMES, TOP: BRUCE KELLY; BOTTOM: CARL PERELMAN

COAL COUNTRY CAB UNITS debuted in May 1995. On the 13th, Reading FP7s 902 and 903 were at Pocopson, Penna., (**below**). The authentically restored pair made their official debut on May 20th. Also on the 20th, the ex-C&NW "Lehigh Valley" F7s 576 and 578 powered their first trip together on NJ Transit with a photo stop (**above**) at Mt. Olive, N.J. See RAILNEWS.

UNION PACIFIC STEAM
In Color
Will be available August 1, 1995

This all-color 128-page hardcover book highlights everything from 0-6-0's to Big Boys on the historic Eastern District of the UP. Steam expert Lloyd Stagner skillfully narrates the story of this steam stronghold from class-to-class taking the reader through over 200 in-service photos in the yards and on the road.

Order today at the special pre-publication price of: **$40 + $3.50 postage, $5 foreign. Give street address for UPS delivery. NJ res. add $2.40 tax. After 8/1/95, price is @$49.95 each.**

Morning Sun Books, Inc.
11 Sussex Court
Edison, N.J. 08820

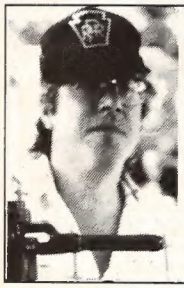
MORNING SUN BOOKS INC.

MOBILE GAIN
ANTENNA
Tuned to Railroad Band
as reviewed by Bruce Kelly in Railfan & Railroad

- 5/8 wave, 3db gain
- Tuned for optimum Sensitivity, 160-161 Mhz.
- Heavy-duty magnetic mount - other options

$62 PLUS $6 SHIPPING Specify scanner type

Railcom 901-755-1514
Box 38881, Germantown, TN 38183



ROCKIN' GRATES HIBALL THE BLUES
Home towns, High Iron & Lakers
REAL ROCKIN' MODERN R.R SONGS BY A REAL LOCOMOTIVE ENGINEER/ GREAT MUSICIAN
Danny Adler
An 80 minute cassette of 20 all original songs with an R&B Band.
PP $10.00 + $2.50 handling
Send check/money order payable to:
Roogalator, Ltd.
5401 Hetzell Ave, Cincinnati, OH 45227
Call 513-271-9387 or FAX 513-527-3153
(Ohio residents add 6% sales tax)
The Railroad's Answer to Chuck Berry

EAST END
B&O's "Neck of the Bottle"
by Jeffrey R. Hollis & Charles S. Roberts
Harpers Ferry to Cumberland 1842-1992. Hard, 224 pgs, 355 illus. (45 color), 8½ × 11", $50.00, 4.00 devy, 2.50 MD Tax. **BARNARD, ROBERTS & CO.**, P.O. Box 7344, Balto. MD 21227. (410) 247-2242. VISA/MC. Also at serious dealers.

Pentrex Proudly Presents!

UNION PACIFIC

"The Greatest Railroad Movie Ever Produced"

Now you can own the Cecil B. DeMille classic. It's the story of the struggle to build the first transcontinental railroad, and it's packed with fantastic railroading action. Everyone should have a copy at this incredible low price!

- **Was $29.95**
- **Now From Pentrex – only $14.95!**
- **New Digital Remastering**
- **Special Feature – Includes Original Theatrical Trailer**
- **2 Hours 16 Minutes in SP Quality**

Cecil B. DeMilles's UNION PACIFIC, starring Barbara Stanwyck, Joel McCrea, Robert Preston, Brian Donlevy, and the Union Pacific Railroad. Black & white, not rated.
Two Hours 16 Minutes #UPMOVIE $14.95

★ ★ ★ ★ ★ ★ ★

Check or Money Order Visa/MasterCard Discover/American Express

Please add $4.00 shipping per order, plus $1.00 for each additional tape. Canadian customers add $5.00 shipping per order, plus $1.00 for each additional tape. All other foreign customers add $10.00 per tape. California residents please add 8.25% sales tax.

Order Line:
800-950-9333
24 Hours A Day FAX 818-793-3797

Pentrex

P.O. Box 94911, Pasadena, CA 91109

CALL OR WRITE FOR FREE CATALOG

MAG5

AMERICA'S LEGEND / A NATIONAL HERITAGE

Make your reservations now for a full day of excitment aboard the Durango & Silverton Narrow Gauge Railroad annual Photographer's Special on September 23, 1995. Photograph the beautiful Silverton train. Photo run bys and meets with our other sceduled trains. All this amidst the beautiful Colorado fall colors. Call or write for reservations/information:

Photographer's Special

DURANGO & SILVERTON NARROW GAUGE RAILROAD

479 Main Avenue, Room 4 RF, Durango, CO 81301

970-247-2733

RAILFAN BINDERS

Make your *RF* collection easy to find, organized, and safe; ready for instant use. Handsome official deep red binders are stamped in gold & hold 12 issues. Include actual street address as well as P.O. box number for quick delivery. N.J. residents add sales tax, Canadians add 7% G.S.T.

$8.50 + $1.00 postage each.
($3.00 postage ea. outside U.S.A.)

Carstens
PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

OLD LINE GRAPHICS RAILROAD BOOKS

PRE-PUBLICATION OFFER

ALL COLOR !

East Broad Top
SLIM GAUGE SURVIVOR

A new, all-color book covering the final years of operation of this unique Pennsylvania narrow gauge railroad. Coverage includes the interchange with the Pennsylvania Railroad, main line operations, Shade Gap and Coles Valley Branches, mines, locomotives and rolling stock. Almost 175 previously unpublished photos, including coverage showing how this unique line has survived virtually intact almost 40 years after the close of regular operations.

$41.00

No other discounts apply. Actual retail price is $48.00. This offer good until the publication date in the Summer of 1995.

Coming Later in 1995 ....

The Louisville & Nashville, Cumberland Valley Division by Ron Flanary
A History of the Monongahela Railroad, in B&W and Color

Postage Paid in the United States. *Outside the U.S. Add $3.00 Per Book for Shipping.*
In Maryland Add 5% Sales Tax. Dealer Inquires Welcome.

New! - VIRGINIAN RAILS
$48.00

The INTERSTATE Railroad
$42.00

BALTIMORE & OHIO - 2
Cumberland to Chicago
$44.00

BALTIMORE & OHIO - 1
New York to Cumberland
$44.00

WESTERN MARYLAND RAILWAY IN THE DIESEL ERA
$60.00 *(Only 10 LIMITED EDITIONS Left)*

THE RAILROAD NIGHT SCENE
$44.00

RICHMOND, FREDRICKSBURG AND POTOMAC
$42.00

LOUISVILLE & NASHVILLE IN THE APPALACHIANS
(Only A Few Copies Left)
$42.00

THE D&H, MEC AND B&M BEFORE GUILFORD
$39.00

CLINCHFIELD COUNTRY
$38.00

MasterCard

OLD LINE GRAPHICS
1604 WOODWELL ROAD, SILVER SPRING, MD 20906
301-460-9193 (Monday - Friday, Noon to 7PM EST)

VISA

RAILFAN & RAILROAD

Railroad Museums
the history and spiri
entertainment
We invite you to visit,

Dennison Depot Museum & Excursions

Visit a Beautifully restored 1873 PRR Depot housing a museum, restaurant, gift shop. Open all year Tue-Sun. Train Rides on the Columbus & Ohio River RR May thru Dec. Write for schedule/calendar of events.
PO Box 11, 400 Center St., Dennison, OH 44621
(614) 922--6776

ALL ABOARD!
Vintage Cars & Rolling Stock

The BLACK HILLS CENTRAL RAILROAD
THE 1880 TRAIN

The 1880 Train
Departs Hill City and Keystone - 2 hour trip
• HIGHLINER RESTAURANT CAR
• DEPOT GIFT SHOP
Open thru Mid-September
Information & Reservations
(605) 574-2222
or write
PO Box 1880
Hill City, SD 57745

Crossroads Village
Huckleberry Railroad

MICHIGAN'S ONLY NARROW-GAUGE STEAM RAILROAD.
• Travel in historic wooden coaches pulled by Baldwin locomotives.
• Excursions several times daily May 13 - September 4 and weekends through September 24.
• Railfans Weekend September 16-17
• Halloween Ghost Train and Christmas display with over 350,000 lights.
Located just north of Flint, Michigan. Easy access off I-69 and I-75
INFORMATION AND RESERVATIONS
1-800-648-PARK
5045 Stanley Road
Flint, Michigan 48506

Protect An Old Friend.

You can help the Virginia Museum of Transportation, Inc. build a cover to protect and preserve the J611. Donations may be made to the Virginia Museum of Transportation, Inc. or if you would like more information on how you can help please write:

Virginia Museum of Transportation, Inc.
303 Norfolk Ave.
Roanoke, VA 24016
(703) 342-5670

VIRGINIA MUSEUM OF TRANSPORTATION INC.
WHAT A TRIP

MUSEUM & TOURIST LINE DIRECTORY

and Tourist Lines help keep of railroading alive through education, and involvement. enjoy and support them.

THIS WAY TO THE TRAINS

Cog Wheel Route

For over 100 years, **the world's highest cog railway** has been transporting passengers in safety and comfort to the 14,110-foot summit of Pikes Peak, the mountain that inspired *"America The Beautiful"*.

Reservations advised: (719) 685-5401

• Gift Shop • Snack Bar • Major Credit Cards

Manitou & Pike's Peak Railway
PO Box 351, Manitou Springs, CO 80829

Maine Narrow Gauge RR Co. & Museum
58 Fore St. Portland, ME 04101 Phone:(207)828-0814

- Authentic Maine two foot gauge trains.
- Guided Tours thru Museum
- Train Rides 11:00 am thru 4:00 pm
- $3.00 adults and $2.00 children

ANNUAL RAILFAN FATHER'S DAY WEEK-END - JUNE 17 & 18

YOLO SHORTLINE RAILROAD COMPANY

Ride part of the famous Sacramento Northern Railroad through farmlands and along the Sacramento River crossing trestles a wiers. Sundays & holiday weekends, May - Columbus Day. Also special excursions to Clarksburg and for groups.
1583 #C ENTERPRIZE BLVD., W. SACRAMENTO, CA 95691
PHONE (916) 372-9777

PICTURE PERFECT AND BREATHTAKING

The Green Mountain Flyer offers a 26 mile scenic train ride in vintage coaches through picturesque Vermont countryside. Fun for all ages.

Summer Schedule: July1 thru September 4
Fall schedule: September 16 thru October 15
Daily Train Runs (Closed Mondays)

GREEN MOUNTAIN RAILROAD

For Information Call:
(802)463-3069
P.O. Box 498
Bellow Falls
Vermont 05101

NOSTALGIA • STEAM • GOODTIMES

Ride the Reading Blue Mountain & Northern Railroad on steam powered excursions to Ashland, PA Sun., Oct. 1 and to Jim Thorpe, PA Sat. Oct. 14. Also experience a day aboard our mixed way freight trains to Mount Carmel and return.

For Information call **(610)562-2102** or write to:
Reading Blue Mountain & Northern Railroad
Passenger Service
P.O. Box 218, Port Clinton, PA 19549

ROARING CAMP & SANTA CRUZ BIG TREES RAILWAY

Two Historic Railroads, Ride antique steam locos thru giant redwood forests or turn of the century passenger coaches to the beach & Boardwalk in Santa Cruz. Ride steam up one of the steepest narrow gauge grades in the Northern Hemisphere.

PO BOX G-1, FELTON, CA 95018
6 miles north of Santa Cruz on Graham Hill Road
Phone: (408) 335-4484

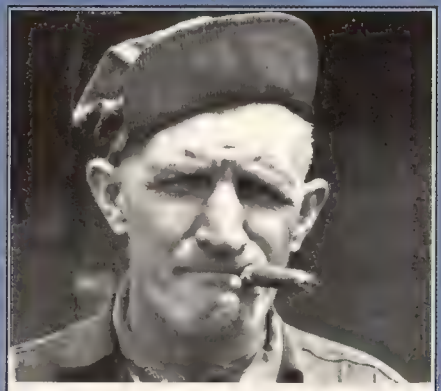
SCENIC TRAIN RIDES

Ride a Working Freight
Tuesday, Thursday, Saturday
Departs Santa Fe at 10:30 AM; Returns by 4:00 PM

SPECIAL SUNSET TRAIN
Departs every Friday night May 12 thru Sept. 29
FOOD • BAR • ENTERTAINMENT
Charters • Special Trains • Parties

OPEN YEAR ROUND
Train Memorabilia at Santa Fe Depot Gift Shop
Call For Reservations & Informatic
(505)989-8600
410 South Guadalupe Street,
Santa Fe, NM 87501

For Information on placing your ad on this page please call Pieter Uptegrove or John Earley at (201) 383-3355.



For heavy metal fans, it's a dream-come-true.

Train buff? Don't miss Railroad Days at Henry Ford Museum & Greenfield Village. Ride the railways, see historic and modern locomotives, visit a "hobo camp," and more!

Railroad Days Sept. 23 & 24

For more information, call 1-800-TELL A FRiend or (313) 271-1620 within the 313 and 810 area codes.

HENRY FORD MUSEUM & GREENFIELD VILLAGE

DEARBORN, MICHIGAN

From BEARING WITNESS. A PHOTOGRAPHIC CHRONICLE OF AMERICAN LIFE by Michael Lesy. Copyright ©1982 by Michael Lesy. Reprinted by permission of Pantheon Books, a division of Random House, Inc.

CONWAY SCENIC RAILROAD

Nostalgic train rides of varying duration, powered by steam or early diesel locomotive. Open air and enclosed restored coaches, Dining Car, and First Class Parlor car available. Free Museum, Gift Shop, and Snack Bar. Roundhouse and operating turntable.

- NEW FOR 1995 -
Crawford Notch Line to Bartlett, NH.
Weekdays - April 15 to May 12
Daily -May 13 to Oct 27
Weekends - Oct 28 to Dec 17
ANNUAL FALL RAILFAN'S DAY
Saturday, October 14. 1995
SASE for Brochure
CONWAY SCENIC RAILROAD, INC.
P.O. Box 1947, North Conway, NH 03860
603-356-5251

The
"LUMBERJACK SPECIAL"
Steam Train To
CAMP FIVE

5 Steam Trains Daily - 10:30, 11, 12, 1, 2
June 21 thru August 26
HERITAGE CELEBRATION
August 4, 5 & 6

Early Americana Skills • Rendezvous
LAONA, WI - Hwys. 8 & 32
1-800-774-3414

Wisconsin
You're Among Friends
In cooperation with the Wisconsin Division of Tourism

Rail video tapes at great prices!

from McMillan Publications

Serving You Since 1977

A&S PRODUCTIONS • AMERICAN ALTAVISTA • ANDOVER JUNCTION • BERKSHIRE • CHICORY • CLEAR BLOCK • CRV • EAST END • FASTTRACK
FASEL • GTVP • GANDY DANCER • GOODHEART • GREEN FROG GREG SCHOLL • HERRON • HIGHBALL • HOPEWELL • JMJ PRODUCTIONS • MARK 1
MINDS I • OVERLOOK STATION • PENTREX • PLETS EXPRESS • RAIL INNOVATIONS • RAILWAY PRODUCTIONS • REVELATION AUDIO-VISUALS
SANTA FE • SUNDAY RIVER • VIDEO RAILS • WB VIDEO • ZULEKA

AMERICAN ALTAVISTA
Old Milwaukee on the New $28.95
Quick Shots - 3 ..... $21.95

BERKSHIRE PRODUCTIONS
Central America Rail Adventure $31.95
Contemporary Railroading Series-1 NS ... $31.95
Contemporary Railroading Series-2 B&LE .. $31.95
Contemporary Railroading Series-3 UP ... $31.95
Guayaquil & Quito Railroad (Ecuador) $31.95
South America Rail Adventure $31.95

CRV PRODUCTIONS
Santa Fe's Curtis Hill $31.95
Santa Fe - Snow Blowing in Kansas $23.95
Santa Fe - The Kansas Way $31.95
UP E9's and the City of Wichita $23.95

G. TRAIN VIDEO PRODUCTIONS (GTVP)
BN's Sand Hills & Butte Subs $28.95
Canyons, Tunnels & Passes of the West ... $28.95
CSX - Allegheny Subdivision $24.95
CSX - Corbin's C. C. Subdivision $28.95
Union Pacific's Pocatello Subdivision $28.95

GOODHEART PRODUCTIONS
Cumbrian Mountain Express $31.95
No. 261 - Power of the Milwaukee Road... $23.95
No. 261 - Rebuilding a 4-8-4 ..... $31.95
Great South African Steam Festival $31.95
Specials, Extras & Business Car Trains $23.95
Steam and the Dragon (China) $23.95
Steam Fever (South Africa) $23.95
The Indus Express (India) $23.95
The World of Steam, Vols 1 to 5, each $23.95

GREEN FROG PRODUCTIONS
Amtrak's California Zephyr $31.95
Amtrak's California Zephyr-2nd Edit. $23.95
Atlanta Railroads $31.95
Chicago Odyssey-Vol 1 (2 tapes) $59.95
Chicago Odyssey-Vol 2 (2 tapes) $59.95
CSX-Vol 1 Atlanta to Chattanooga $31.50
CSX-Vol 2 Chattanooga to Nashville $31.50
CSX-Vol 3 Nashville to Louisville $31.50
Detroit Edison Coal Trains $23.95
Empire Builder $31.95
Empire Builder-2nd Edition $14.95
Erie-Lackawanna (2 tape set) $67.95
Goderich Exeter $23.95
Illinois Central (2 tapes) $59.95
Magnolia Cut-Off of the CSX $23.95
Maint. of Way - Yesterday and Today $15.75
Monongahela Railway $23.95
New York Central Odyssey-Vol 1 (2 tapes) $59.95
New York Central Odyssey-Vol 2 (2 tapes) $59.95
Nickel Plate and AC&Y $23.95
Rio Grande Odyssey (2 tapes) $59.95
Rock Island Railroad $31.95
Santa Fe Odyssey - Vol 1 (2 tapes) $59.95
Santa Fe Odyssey - Vol 2 (2 tapes) $54.95
Santa Fe Odyssey - Vol 3 (2 tapes) $42.95
Steam in the 50's - Vols 1 and 3, each $27.95
Steam in the 50's - Vol 2 ..... $19.95
The Way West - Vols 1 and 2, each $31.95
Union Pacific Odyssey - Vol 1 (2 tapes) $54.95
Union Pacific Odyssey - Vol 2 (2 tapes) $54.95

GREG SCHOLL VIDEO PRODUCTIONS
America By Rail $19.95
Cab Ride Over Kicking Horse Pass $23.95
Cab Ride Through the Rockies
Volumes 1, 2 and 3, each $23.95
Canada's Canyon Route $23.95
CN's Yellowhead Pass $23.95
CP's Kicking Horse Pass $23.95
Chicago & North Western Mainline West ... $45.95
Great Steam Trains - Vols 1 and 2, each ... $23.95

HIGHBALL PRODUCTIONS
Best of Conrail $27.95
Bridge Line-CP Rail's D&H $27.95
Conrail's River Line $27.95
Sand Patch Weekend $27.95
Santa Fe Across Arizona $27.95
Southern Pacific in Southeast Arizona $27.95
The West End - CSX's Mountain Div $23.95
Winter on the B&A $27.95

JMJ PRODUCTIONS
CNO&TP $31.95
Vintage Rails - Vol 1 .. (D&H) $31.95

What's New

CRV PRODUCTIONS
Heartland Review '94 ..... $23.95

GOODHEART PRODUCTIONS
New River Steam Adventures (Milw 261).. $23.95

GREEN FROG
CSX-Vol 4 Louisville to Cincinnati $31.50
Pacific Northwest Kaleidoscope $31.95
Steel Rails-Private Varnish $27.95
Steel Rails-Private Varnish-The Train ... $16.95
Trains, Trains, Trains . (children's tape) ... $14.95
Twilight of Steam $31.95

HERRON RAIL SERVICES
New York Central - Vols 1, 2 and 3, each .. $39.95
Railways of the North West & the BN $39.95

HIGHBALL PRODUCTIONS
Conrail's Chicago Line - Vol 1 ..... $27.95
Conrail's Chicago Line - Vol 2 ..... $27.95

JMJ PRODUCTIONS
Vintage Rails - Vol 2 .. (UP & NKP) $31.95
Vintage Rails - Vol 3 . (PRR, Milw Rd, etc.) $31.95

MO-KAN VIDEO
Santa Fe's Panhandle Subdivision $29.00
Santa Fe's Waynoka Subdivision $29.00

PENTREX
Conrail Hot Spots East $28.50
Continental Divide ... (VIA Rail) $14.75
Into the Allegheny Range - Vol 2 ..... $15.95
Into the Allegheny Range - Vol 3 ..... $28.75
Pentrex Previews - Vol 4 ..... $14.95
Railfanning Southern Calif in the 1950s ... $28.50
SD40-2s In the Canadian Rockies $14.75
The Fraser Canyon Route (CP and CN) ... $14.75
The Rathole ... (Norfolk Southern). $28.75
Through The Rathole - Cab Ride $14.75
Union Pacific 6900s - The Centennials $9.95
Warehouse on Wheels (CP Rail) $14.75

PLETS EXPRESS
Duluth, Winnipeg & Pacific $31.95

RAIL INNOVATIONS
Muskoka Railroading $23.95

REVELATION AUDIO VISUAL
Caritas Chronicles (two-tape set) $41.95

THREE D'S RAIL VIDEOS
Southern Pacific-South Texas Hot Shots .. $27.95

TRAINS MAGAZINE
On Location - Cajon Pass $25.95

MIND'S I PRODUCTIONS
Alaska - Steel Rails Midnight Sun $30.60
Alaska II-Where Trains Fly & Eagles Soar .. $23.40
Alaska III - Giants in the Dark $30.60

OVERLOOK STATION
Red Alcos, Green Mountains $23.95

PENTREX
Across Donner Summit $28.95
Across Marias Pass $28.95
Alaska Railroad $31.95
Amtrak's Auto Train $28.50
Amtrak's Northeast Corridor-Vols 1 & 2, ea . $28.95
Amtrak's Northeast Corridor - Cab Ride $21.95
Amtrak's Turbo Trains-Cab Ride $14.95
Amtrak's X2000 Demonstration $14.95
Arizona's Shortline Railroads $28.95
Arkansas & Missouri $28.95
Atlanta Steam Celebration $21.95
British Columbia Railway $31.95
Burlington Northern E-Units $28.95
Cajon Pass & Tehachapi Loop $31.95
Central Mexico Rails $28.95
C&O 2765 New River Masquerade $21.95
Copper Canyon (Mexico) $28.95
CSX - Southern West Virginia Coal $28.95
Denver & Rio Grande Western $31.95
Eastern Kentucky Coal $28.95
Eastern Quebec Ore Lines - Vols 1 & 2, ea . $21.95
Frisco 1522 (St. Louis to Birmingham) $23.95
Great American Train Rides-Vols 1 to 4, ea . $11.75
Green Bay Route $28.95
Horse Shoe Curve $28.95
Illinois Terminal $28.95
Into the Allegheny Range - Vol 1 ..... $28.75

PENTREX Continued
Kansas City Southern $28.95
Last of the Giants - Vol 1 ..... $14.95
Last of the Giants - Vols 2 and 3, each $28.95
LTV Mining $28.95
Mexico's Pacifico Railroad $28.95
Michigan Ore Lines $14.95
Milwaukee Road 261 - Rebuilt to Run $23.95
Missouri-Kansas-Texas $28.95
Montana Rail Link $28.95
Monon - The Hoosier Line $31.95
New York Central - An Insiders View $28.95
Northern Mexico Rails $28.95
Pentrex Previews - Vol 3 ..... $14.95
Powder River Basin Coal Trains $28.95
Raton Pass $28.75
Sand Patch Grade $28.95
Santa Fe's Arizona Mainline $28.75
Santa Fe's Mojave Mainline $28.75
Santa Fe's New Mexico Mainline - Vol 1 .... $28.75
Santa Fe's New Mexico Mainline - Vol 2 .... $28.75
Santa Fe Salute $21.95
Southern Pacific Shasta Division $28.95
Tehachapi $21.75
Today's Chicago Railroads $31.95
Today's Maine Railroads $28.95
Today's Northwestern Pacific $28.95
Today's St. Louis Railroads $28.95
Union Pacific's Elegant E-9's $14.75
Union Pacific's Feather River $28.95
Union Pacific's Feather River Rotary $21.95
UP 3985 Over Cajon $21.75
Wisconsin Central $28.95

PLETS EXPRESS
Alcos in the Corn Belt $31.95
Alcos on the Green Bay & Western $31.95
C&NW's Iron Ore Route $27.95
Dakota, Minnesota and Eastern $31.95
Missabe Rails $38.95
Trains of Algoma Country $31.95
Twin Cities Hot Spots $38.95

RAIL INNOVATIONS
A Superior Winter $23.95
Alcos in the Highlands
(Cape Breton & Central Nova Scotia) $23.95
Algoma Central Railway $23.95
CP Rail Conquers Rogers Pass $23.95
CP Rail North of Superior $23.95
CP Rail's Big Alcos $23.95
CP Rail's Rogers - The Last Pushers $23.95

REVELATION AUDIO VISUAL
Penn Central $23.95
Rails on Vancouver Island $23.95
Silver & Blue (VIA Rail) $23.95
To The Northern Lights (Churchill) $23.95
Towers: CSX's Living Relics $23.95

VIDEO RAILS (Pentrex)
Amtrak - The Surf Line $21.95
Battle for Donner Pass $21.95
Beaumont Hill $21.95
Blue Mountains - Vols 1, 2 and 3, each $23.95
Cab Ride - Amtrak's Surf Line $15.75
Cab Ride - Beaumont Hill $15.75
Cab Ride - Cajon Pass $15.75
Cajon II $21.95
Great Northern - Vols 1, 2 and 3, each $21.75
Imperial Valley Sugar Beet Trains $23.95
Mullan Pass $23.95
Train Wrecks, Crashes & Disasters $23.50
Union Pacific Turbines of the Wasatch $23.95

WB VIDEO
Allegheny Rails-1 (Baltimore & Ohio) $31.95
Allegheny Rails-2 (Western Maryland) $31.95
Blue Ridge Steam $31.95
Milwaukee's Mighty Electrics $31.95
Santa Fe's New Mexico Main $31.95
Santa Fe's Raton Route $38.95
Santa Fe's Seligman Sub $31.95
The Fifties Express $31.95

ZULEKA PRODUCTIONS
Santa Fe's Dallas Subdivision $31.95
Santa Fe's Dublin Subdivision $31.95
Santa Fe's Fort Worth Subdivision $31.95
Santa Fe's Lampasas Subdivision $31.95

Fast Service

500 Titles in Stock
Write for free list

Illinois residents add 6-3/4% tax

Postage & Handling
United States: $3.50 per order (no charge for orders over $100.00)
Canadian and foreign: $3.50 for first tape; $1.50 for each additional

U.S. and Canadian Credit Card Holders Order Toll Free
1-800-344-1106
• MasterCard • Visa • Discover • American Express

Order now from:

McMILLAN PUBLICATIONS, INC.
2921 Two Paths Drive
Woodridge, Illinois 60517-4512

24-Hour FAX 1-708-910-6791
Voice 1-708-910-6242

$6, train ride with dinner $15. Contact: Chamber of Commerce, 401 South Main, Milbank, SD 57252; 800/675-6656.

NEW YORK, NEW YORK, August 29-September 15. First class rail journey to Nelson, British Columbia, and return on board open platform business car *Blue Ridge* and sleeper *Imperial Sands*. Stopovers at Chicago, Oakland, Nelson, Vancouver, Seattle and Denver. All daylight running between Oakland and Seattle. Fare $7999 double occupancy includes gourmet meals, beverages and attentive service on board. Single occupancy, one way and partial fares available. Contact: Renee Luebke, Classic Rail Cars, 2612 Dewitt Avenue, Alexandria, VA 22301; 703/519-5230.

BOSTON, MASSACHUSETTS, September 2-4. "Legends of Pennsylvania" Labor Day weekend excursion via Amtrak from southern New England to Bucks County, Pennsylvania. Enjoy mule barge canal ride, steam train, gala show and more. Depart South Station 11:20 a.m. Saturday, return 10:20pm Monday. $395 per person double occupancy, under 12 $200 when sharing room with 2 adults. Fares include accommodations, transfers, tours, five meals and show. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; or phone: 617/361-4445.

INTERNATIONAL TOURS

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following overseas steam tour. Send SASE for details.

China, September 2-24, main line steam, industrial works and narrow gauge lines.

SOUTH AMERICA TRIPS arranged by Stuart Lovell, 58 Hudson Road, Sudbury, MA 01776 (508/443-8617) are scheduled for the following countries on dates shown.

Ecuador, September 3-10, Guayaquil & Quito Railroad steam-hauled charter trains, including 4 days on section around Devil's Nose. $1995 round trip from Miami.

RAILROADIANA MEETS

GREAT AMERICAN TRAIN SHOW will be held 12-5pm on the following dates. Adults $5, under 12 free with adult. For information telephone GATS Limited, 708/834-0652.

July 1-2, Kansas City, Missouri, American Royal Complex, 1800 Genessee, Suite 100. **July 8-9,** Dayton, Ohio, Dayton Hara Complex, 1001 Shiloh Springs Road. **July 15-16,** Houston, Texas, Astrodome. **July 22-23,** Pomona, California, Fairplex. **July 29-30,** Buffalo, New York, Buffalo Convention Center Plaza.

August 5-6, Dallas, Texas, Fair Park. **August 19-20,** Raleigh, North Carolina, Raleigh Civic & Convention Center, 500 Fayetteville Street Mall. **August 26-27,** Cincinnati, Ohio, Cincinnati Convention Center, 525 Elm Street.

LANCASTER, PENNSYLVANIA, July 1-2. Lancaster Chapter NRHS Railroadiana Show at Eden Resort Inn, 222 Eden Road, 9am-6pm Saturday, 9am-3pm Sunday. Admission $2, under 12 free. Contact: Walter Koob, 40 Tennyson Drive, Lancaster, PA 17602; 717/295-4584.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed 11am-5pm. Admission: $5 adults, $2 children 6-12. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

Monroeville, Pennsylvania, July 8-9, Pittsburgh Expo Mart. **Fitchburg, Massachusetts,** July 15-16, Royal Plaza Trade Center. **Timonium, Maryland,** July 29-30, Timonium Fairgrounds.

Edison, New Jersey, August 5-6, Raritan Center Expo Hall. **Pennsauken, New Jersey,** August 19-20, South Jersey Expo Center.

CAROLINA HOBBY EXPO, 3452 Odell School Road, Concord, NC 28027 (704/786-8373) will host the following railroadiana meets.

July 8-9, Raleigh, North Carolina, North Carolina State Fairgrounds, 1025 Blueridge Road. **July 29-30,** Charlotte, North Carolina, Charlotte Hornets Training Facility, Exit 88 off I-77.

August 19-20, Bristol, Tennessee, Viking Hall, Exit 3 off I-81. **August 26,** Clemmons, North Carolina, Holiday Inn, Exit 184 off I-40.

DENVER, COLORADO, July 13-14. National Association of Timetable Collectors Annual Convention at National Western Complex. Contact: James Ehernberger, P.O. Box 28, Cheyenne, WY 82003-0028.

LOGANSPORT, INDIANA, July 15. Logansport Train Show & Swap Meet at Logansport Mall, 10am-4pm. Operating layouts, *free admission*. Contact: Michael Bassett, P.O. Box 1022, Plainfield, IN 46168-8395; 317/839-0308.

LA CROSSE, WISCONSIN, July 22. Rail Fair '95 at Copeland Park, 10am-5pm. Memorabilia show and sale, railroad exhibits, guided tours of steam locomotive, caboose and Grand Crossing tower. Admission $2, under 12 free. Contact: The 4000 Foundation, P.O. Box 3411, La Crosse, WI 54602; 608/784-0036.

AUSTINTOWN (YOUNGSTOWN), OHIO, July 23. 17th Annual Northeastern Ohio Railroadiana Show at Austintown Fitch High School on Idaho Street, 10am-4pm. Admission $3.50, under 12 free. Contact: Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405; 216/755-19.

CHATSWORTH, ILLINOIS, July 28-30. Chatsworth Heritage

Your check list for the BEST Vintage Rails on Video!

RECENT RELEASES

DON KROFTA'S NYC Vol. 1 Ohio Div 1955 Hudsons & Mohawks	60 mins	$ 39.95
CHICAGO, 1970 All diesels, All Color action on 15 railroads	55 mins	49.95
NARROW GAUGE GLORY Vol 1 Freight & Psgr on D&RGW	55 mins	49.95
DON KROFTA'S STEAM & DIESEL ON B&O Ohio action in 1950's	70 mins	49.95

THE GLORY MACHINES..*The* series of Vintage Railroading

Vol. 1 31 RR's coast to coast, over 6,000 sold!	64 mins	*was 59.95, now*	49.95
Vol. 2 26 RR's in the 1950's, + WV logging	68 mins	*was 59.95, now*	49.95
Vol. 3 Midwest RR's 1930's-'40's HIAWATHAS	49 mins		49.95
Vol. 4 St.Louis & Tucson, All color 1940's	47 mins		39.95
Vol. 5 Kansas City, St.Louis, Southern US 1940's	45 mins		39.95

PENNSYLVANIA GLORY: The Standard RR of the World 1930's - 1950's

Vol. 1 EAST: LIRR, NY&LB, Atlantic City, Elizabeth, Enola	All Color	45 mins	49.95
Vol. 2 Middle Div, Altoona, Horseshoe Curve, Columbus	All Color	45 mins	49.95
Vol. 3 1930's-'60's Buffalo, Oil City, NY Div, Altoona, Horseshoe Curve, Chicago, more	Mainly Color	57 mins	49.95

POCAHONTAS GLORY: NORFOLK & WESTERN IN THE 1950'S ALL COLOR

Vol. 1 Columbus, Portsmouth, Kenova, Abingdon Branch	49 mins	49.95
Vol. 2 Roanoke area: Shaeffer's Crossing, Blue Ridge, Depot, Yards	49 mins	49.95
Vol. 3 Shenandoah Valley Line with Y6's, K1's, K2's SPECTACULAR	49 mins	49.95
Vol. 4 COAL trains with A's, Y's. Bluefield, Roanoke, Crewe, Norfolk	49 mins	49.95

NEW ENGLAND RAILROADING, ALL COLOR FROM 16MM FILM, 1947 - 1952

New England Glory vol 1 Crawford's Notch MEC steam spectacular	72 mins	59.95
B&M in the 4 Seasons Vol 1 B&M steam & diesel in Spring & summer	44 mins	49.95
B&M in the 4 Seasons Voll 2 follows from vol 1 Fall & Winter+ N. Sta.	46 mins	49.95

RAILROADING IN THE SOUTH

REFLECTIONS OF THE L&N Steam & diesel 1940-1972	64 mins	49.95
L&N DOUBLE FEATURE: 2 company PR films on one tape	52 mins	39.95
MID AMERICAN GLORY: ICRR steam, diesel & electric 1950's-'60's	54 mins	49.95

OTHER HIGH QUALITY TITLES:

REFLECTIONS OF THE NEW YORK CENTRAL our best seller in 1991	54 mins	49.95
GLORY MACHINES OF THE GRAND TRUNK WESTERN, 1950's	34 mins	34.95
REFLECTIONS OF AMERICAN RAILROADING: B&O, SR, PRR, more	78 mins	49.95
DAWN TO DUSK a 1937 film on CTC filmed on CB&Q, B&W	29 mins	21.95
SINGING WIRE Vol. 1: Trolley action on 9 lines in Pennsylvania	39 mins	39.95
SINGING WIRE Vol. 2: INDIANA RAILROAD 1940 action	56 mins	49.95

Quality:* *the difference is on the screen.

ADD $ 4.00 P&H FOR 1 TAPE + $ 1.00 EACH ADDITIONAL TAPE

PHONE ORDERS CALL 1 (800) 783-3886
please have your Visa/MasterCard ready

Mail orders: send check or money order to:
2016 N. Village Ave. Tampa, FL 33612
Florida & Pennsylvania residents add 6% tax

HERRON VIDEO RAIL

ANOTHER THREE BOOKS ON CANADIAN RAILWAYS

Canadian National in the West (Volume Six)

by Ray Matthews - No one knows Canada's "other" railway like Ray who spent his working life employed by the company. From the front cover showing a "Santa Fe" arriving in Jasper in 1956 to a SD50F at Cisco, B.C. in 1990, his love of the railway's steam and diesel power shines through his excellent shots and knowledgeable text. - $9.00

CP's Dominion Atlantic Railway (Volume Two)

by Gary Ness - Continues the saga of Canadian Pacific's most eastern outpost. It contains fine shots of "Tenwheelers," "Pacifics," Dayliners, and small diesel electrics in this now-abandoned or sold railway. A must for nostalgia-seekers who enjoy information on the railways of this beautiful and relatively unknown area. - $9.00

CP's Dominion Atlantic Railway (Volume One)

by Gary Ness - The first volume in this series has been out of print for several years and to coincide with the publication of the second volume, we have made the original work available again. - $9.00

ALSO RECENTLY PUBLISHED

Enter Diesel - Exit Steam

by Donald Bain - The last years of steam and the early years of diesels in eastern Canada. - $9.00

The Railways of Toronto (Volume Two)

by John Riddell -the story of the railways in the Toronto area during their first 100 years. - $12.00

Calgary Transit Then & Now

by Donald Bain - a 66-page review of Calgary's transit services since 1907. - $15.00

See for yourself why our books have won a devoted following among railfans throughout the world.

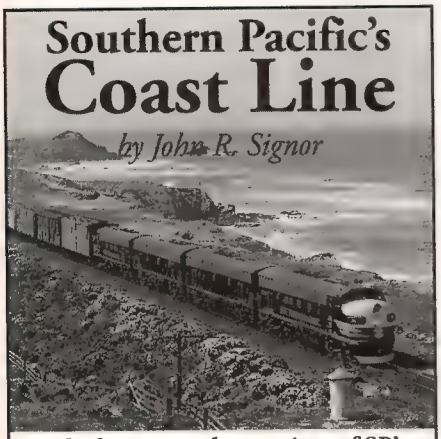
Our next works, due in October 1995, will be:
Canadian National in the East (Volume Four)
Diesel Electrics in the Maritimes.

For more details, send a SAE to

B.R.M.N.A.

5124 - 33 Street N.W., Calgary, Alberta, Canada T2L IV4
Phone: (403) 282-8456 Fax: (403) 289-3783

Canadian and US Visa cardholders, call
1-800-340-3108 to place your orders



The history and operations of SP's famous route between San Francisco and Los Angeles.

324 pages • 531 black & white photos • 36 color photos • 20 maps • Bibliography & Index

There are two offers:

Limited Edition, Numbered by Milepost & Autographed. Price: **$90.00**
Plus $3.00 shipping. ($6.00 foreign shipping)
California residence add $6.98 sales tax.

Regular Edition. Price: **$65.00**
Plus $3.00 shipping. ($6.00 foreign shipping)
California residence add $5.04 sales tax.

SIGNATURE PRESS
Drawer A
11508 Green Road • Wilton, California 95693
DEALERS INQUIRIES INVITED

Days Swap Meet & Railroadiana Show at American Legion Hall, 10am-6pm Saturday, 10am-4pm Sunday. *Free admission.* Contact: William or Judith Faehse, 7016 Keeney Street, Niles, IL 60714.

SPRINGFIELD, ILLINOIS, August 4. Illinois Central Railroad Historical Society 16th Annual Railroadiana Show at Holiday Inn East Conference Center, 3100 S. Dirksen Parkway, 9am-4pm. Admission $1, family maximum $2. Contact: Mark L. Miller, 1204A W. Central, Marion, IL 62959-1022; 618/997-5788 evenings.

ELMONT, NEW YORK, August 6. St. Vincent DePaul parish Train & Toy Show at St. Vincent DePaul School Auditorium, 1510 DePaul Street, 10am-3pm. Admission $5, seniors $3, under 12 free with adult. Contact: Frank Deoria, 1510 De Paul Street, Elmont, NY 11003; 516/352-2127.

DELAND, FLORIDA, August 12. Sunshine Railroadiana and Collectors Association Annual Central Florida Railroadiana Show at Volusia County Fairgrounds, SR 44 and I-4, 9:30am-3:30pm. Admission $3, 12 and under free. Contact: Phil Cross, 410 N. Lakeview Avenue, Winter Garden, FL 34787; 407/656-5056.

LEWISBURG, PENNSYLVANIA, August 13. Central Pennsylvania Chapter 20th Annual Train Meet at National Guard Armory, Route 15 S, 9am-3pm. Admission $3, under 12 free. Send SASE to: Bill Lawton, R.R. 2, Box 472 W, Sunbury, PA 17801.

BETHPAGE, NEW YORK, August 13. East Meets West Train and Toy Show at Knights of Columbus Hall, 519 Central Avenue, 9am-1pm. Admission $3, under 12 free with adult. Contact: Carmelo Sancetta, P.O. Box 1286M, Bay Shore, NY 11706; 516/666-6855.

BILLINGS, MONTANA, August 19. Yellowstone Valley Train Show and Swap Meet at Albedoo Shrine Temple, 1125 Broadwater Avenue, 10am-5pm. Admission $2, under 12 $1 without adult, free with adult. Contact: Dale Matthaes, 1833 Clark Avenue, Billings, MT 59102; 406/656-1042 after 5pm.

SQUAMISH, BRITISH COLUMBIA, August 19-20. 1st Annual Rail Show in the Park at West Coast Railway Heritage Park, 9am-4pm. Railroadiana, collectibles and much more. Park admission $3.50, no extra admission for rail show. For details phone: 604/420-1292.

FORT WAYNE, INDIANA, August 20. Train & Collectible Show at The Lantern, 4420 Ardmore, 11am-4pm. Admission $2, under 12 free, tables $12 in advance. Contact: Sally Valiton, 7112 Baer Rd., Fort Wayne, IN 46809; 219/747-4485.

FRANKLIN SQUARE, NEW YORK, August 20. R.R. Lines Train and Toy Show at VFW Hall, 68 Lincoln Road, 9am-1pm. Admission $3, under 12 free with adult. Contact: Rae Romano, 237 Rin Tin Street, Franklin Square, NY 11010; 516/775-4801.

GILBERTSVILLE, PENNSYLVANIA, August 20. Gilbertsville Train-O-Rama at Gilbertsville Fire House on Route 73, 9am-2pm. Admission $3, under 12 free with adult. Contact: Mary Preudhomme, 233 Long Lane Road, Boyertown, PA 19512; 610/367-7857.

ATLANTA, GEORGIA, August 26. Southeastern Railroadiana Collectors 18th Annual Railroadiana and Train Show at Georgia International Convention Center, south of Atlanta Airport, adjacent to Sheraton Gateway Hotel, 9am-4pm. Admission $4, under 12 free, tables $30. For details send LSASE to: John Martin, 4183 Paran Pines, Atlanta, GA 30327; 404/233-7991.

Railroadiana

BY BRUCE KELLY

The Railfan's Guide to Canada

One book that every railfan should get is the **Canadian Trackside Guide 1995** by Earl Roberts and David Stremes. This handy 5½"×8½" softcover book on contemporary train operations gets bigger and better every year, with 30 pages and more city maps added for the 1995 edition. Filling out the more than 580 pages are 121 pages of superbly-detailed Canadian main line and short line locomotive rosters, 31 pages of industrial loco rosters, 117 pages of preserved equipment rosters and more than 50 pages devoted to cabooses, snowfighting machines and other rail equipment. Then come 17 pages of radio frequencies, 25 pages of train symbols, 125 pages of timetable graphs for every railroad subdivision, 20 pages of passenger train schedules, seven pages explaining signal indications, rail maps for seven major Canadian cities and six pages defining railroad company and equipment builder acronyms. You simply can't buy a better package of Canadian railroad information than this. It's a real bargain at $17.50 plus $3.00 shipping (Canadian res. add 7% GST) from Bytown Railway Society, P.O. Box 141, Station A, Ottawa, Ontario K1N 8V1.

What's New?

World-traveling railfans Ron Ziel and Nils Huxtable have collaborated on one of the more original motive power pictorials in recent years, **Steam Beneath the Red Star**. This 256-page 8½"×11" hardcover takes us on a spin through the Communist countries from the Cold War period through the present to witness some of the world's last regular-service steam. The authors and a host of other international steam buffs have gathered 456 of their photographs — 88 of them in color — from decades of travel to Eastern Europe, the former Soviet Union, Communist Asia and Cuba. Almost as enjoyable as the variety of action and static scenes of locomotives in yards and stations and out on the road are the occasional tales of railfanning in these nations where merely displaying a camera would, in years past, get you charged with espionage. Therefore, not only does this book open a door to seldom-seen steam, it honors the photographers who braved difficult and dangerous circumstances far from home to preserve images of railroading that might otherwise have been lost to history. It sells for $59.95 plus $3.50 shipping (N.Y. res. add tax) from Sunrise Special Ltd. Publishing, Box 433, Bridgehampton, NY 11932.

Western Maryland in Color by David Sweetland is a 128-page 8½"×11" hardcover all-color album portraying the WM from the 1940s through the 1960s, from steam to first-generation diesels. Maps, rosters, timetables and other artwork accompany the pictures, which are arranged geographically from Baltimore west to Elkins. Along the way we see an FA and an F7 descending

NEW!
BN-SF MERGER TEE SHIRTS
BE THE FIRST TO GET YOURS!
NOW AVAILABLE / 100% COTTON.
S-XL $10.95 / XXL $11.95/ XXXL $13.95
LIMITED SUPPLY!

"BEST PRICES"

Fast Service – Satisfaction Guaranteed! • Compare & Save!

BOOKS • VIDEOS • WEARABLES • COLLECTABLES

NEW RAILROAD ATLAS, V3 Colorado/Utah SPECIAL $17.50 #169-103

BOOKS

128-103 20th Century Limited 19.25
128-114 Appalachian Coal Mines & RRDs (TLC) .12.25
128-109 Appalach X-ing-Pocahan, Rd 10.25
131-201 Art of Railroad Photography (Benson) ..30.75
119-104 Atlantic Coast Line-Diesel Years .... ★36.75
128-113 B&O "E" Units 11.95
128-122 B&O Passenger Service, V1 (HB) 17.95
132-100 B&O Sand Patch - Clash of Titans 39.75
110-000 B&O V1 & V2, (EA) 33.50
107-103 Beaumont Hill, SP 35.95
106-143 Bessemer & Lake Erie RR'd (MS) 36.75
110-101 Before Guilford 29.50
120-009 Berkshire & Texas Typo, The 30.25
107-120 Blue Ridge Trolley - H&F Interurban 30.50
118-102 Breezers-Streetcars 42.95
121-013 Burlington Northern into the 90's 34.95
121-010 Burlington Route, V1 (FWW) 35.95
111-111 By Steamliner-N.Y. to Florida.....29.95
128-106 C&O in Color 22.95
107-102 California Railroads 34.25
120-006 Camas Prairie.....24.95
107-118 Central Arizona's Railroads (GW).....30.95
128-116 Chessie Era (TLC) 12.50
128-108 Chessie, The RR'D Kitten.....9.50
110-103 Chicago & NW Memories 29.50
106-136 Chicago, Burlington & Quincy V1 (MS) .36.75
139-102 Circus Moves by Rail (SB) 30.95
140-113 Classic Freight Cars, V6 .....18.25
140-115 Classic Freight Cars V7 .....19.75
140-114 Classic Locos, GP30, V3.....22.25
110-104 Clinchfield Country 28.95
191-103 Colorado's Modern Narrow Gage Circle 25.50
172-101 Conrail Commodities 36.75
163-104 C.P. Rail Review. 1993 .....30.95
108-21-1 CRM Annual #21-Narrow Gauge News 32.75
119-102 CR Motive Pwr Rev'e, 1986-91 .....37.95
113-101 Crossroads of Commerce..... ★49.95
118-106 Days of the North Shore Line 29.95
109-132 Diesel Builders, B.L.W., V3 .....44.25
128-101 Diesels of the CSXT & Predecessors.....14.75
118-109 East Michigan Rode to the Rails 44.95
119-106 GE's DASH 8-40C.CW/CM (Withers) 18.50
106-147 GN Color Guide-Fr't/Pass Equip.....35.75
107-119 Great Yellow Fleet - Ref Cars 33.50
103-104 Guilford 5 Yrs of Change (SB) 22.75
131-202 Guide to Burlington Diesel Locomotives41.25
131-207 Guide to N. American Steam Locos 19.25
121-000 GN Color Pictorial V1, V2, V3 (each)....35.95
115-104 Heartland 37.95
119-108 Horseshoe Heritage-Cupper 6.95
111-109 IC Monday Morning Rails 36.75
110-110 Interstate Railroad (OLG) 31.75
127-102 Katy P'wr-Locos/Trains/Katy 28.95
118-107 Lake Shore & Mich. Southern.....30.95
110-105 L & N in the Appalachians 31.75
120-011 Locos of DM & Iron Range 28.95
118-103 Mail on the Move 28.50
163-101 Milwaukee Road, all color 50.95
106-137 Missouri, Kansas, Texas.....36.75
127-101 Missouri Pacific Lines in Color 36.75
107-104 Mt. Lowe, RRd in the Clouds.....38.50
128-105 N&W Magnificent Mallets 11.25
107-115 Narrow Gauge, Then & Now 11.50
106-117 New England Rails 1948-1968 .....33.75
106-144 N. New England Rails Color Guide.....36.75
112-102 N. Amer. Loco Prod. 1968-89 .....21.95
112-104 N. Amer. Maint. Way Equip.....14.95
112-103 N. Amer. Non-Rev. Frt. Cars.....14.95
121-011 Northern Pacific Color Pictorial, V1 (FWW)35.95
120-004 Northwest Rail Pict. II.....30.75
106-138 NYC Color Guide-Frt/Pass. Equipment .36.75
106-107 NYC Col. Photo, E. Nowak, V 1 .....33.75
106-000 NYC Col. Photo, E. Nowak, V 2&3 (EA) .36.75
128-110 NYC's Mercury.....10.75
106-139 NYC Steam in Color 36.75
111-112 NY Ontario & Western Diesel Age 21.75
191-105 Overland to the Rockies 5.75
106-000 Pennsy Diesel Years, V2, 3, 4 (EA).....33.75
106-103 Pennsy Diesel Years, Vol 5 .....36.75
106-116 Pennsy Electric Years.....33.75
106-114 Pennsy Steam Years, Vol 1 .....33.75
107-104 Piggyback & Containers 35.00
106-115 PRR Color Guide, Frt & Pass Equip.....33.75
106-142 PRR: Hudson to Horseshoe 36.75
144-115 Pullman St'd Library, Western RR'ds, V15.31.75
107-117 Railroad Caboose 23.75
110-106 Railroad Night Scene 32.95
107-112 Rails, Sagebrush & Pine 19.95
108-102 Rails that Climb..... ★31.25
106-140 Reading Color Guide-Frt/Pass. Equip. ...36.75
107-113 Redwood Lumber Industry 13.99
119-103 Revolutionary FT 18.50
146-000 RGS Story, V1, V2, V3, V4 (EA).....51.75
110-107 Rich., Fredricksburg & Potomac 30.95

NEW TITLES

BOOKS

120-015 Argent Lumber-Last of Swamprats (PFM) 29.25
128-122 B&O Pass. Service, V2 (HB) 18.95
142-107 B&O Power..... ★51.95
107-122 Beauty of Railroad Bridges.....33.85
175-102 BN & MRL Loco Directory 94 .....13.75
163-108 BN Annual 1993-94 ..... ★29.75
175-104 BN Caboose Book 19.50
106-148 CB&Q Color Guide/Fr't & Pass. Equip 36.75
175-103 BN: RR'D Giant of the PNW 19.75
175-101 BN Railroad in 1993 (GNP) 25.75
170-101 Brown Book 19.75
191-101 Cascade Division - BN/MRL Road ..... ★27.95
168-102 C&O Diesel Locomotives 23.75
168-104 C&O Dining Car Cook Book 15.75
168-101 C&O Steamliners, V1 .....23.75
146-129 Chasing Trains - B. Richardson .....TBA
106-149 CNJ/LV Color Guide-Frt. & Pass. Equip. 36.75
131-01068 Contemporary Diesel Spotters Guide 17.95
110-112 East Broad Top. Slim Gage Survivor.....35.50
139-106 Dixie Line.....22.75
121-017 Great Northern Freight Equipment, V1.....35.95
121-012 Great Northern Pictorial, Vol 4 .....35.95
131-01065 Guide to Tourist RR & Museums 16.95
106-147 GN Color Guide-Fr't/Pass Equip 38.75
128-120 Illinois Central Streamliners 1936-46 .....15.75
132-104 Impossible Challenge II (Hardwood, JR.).....51.95
118-104 Milwaukee Road Steam Power ..... ★41.95
166-101 Missouri Pacific Diesel Power.....47.75
119-000 NS Motive Power Rev. '82-'94 H/C 30.95 S/C 23.75
163-107 Norfolk Southern Review - 1994 ..... ★29.75
128-123 Norfolk Southern Diesel Locomotives 22.95
121-018 Northern Pacific Pictorial, V2 .....35.95
128-118 NYC Diesel Locomotives 23.75
128-117 N&W and Virginian in Color (TLC) 25.25
178-101 Locomotive Rosters, 1994-1995 Edition 15.95
106-150 Pullman St'd Color Guide Fr't/Pass Equip 36.75
144-116 Pullman St'd Library, V16.....31.25
169-100 Railroad Atlas, V1, V2, V3 (EA)..... ★17.50
120-020 Red Electric (PFM) 29.25
128-119 RF&P-Capitol Cities Route 22.50
146-121 RGS Story V4 .....51.95
163-105 Rio Grand, Scenic Line of the World 46.75
121-016 Rock Island Color Pictorial (FWW) 35.95
106-146 Rock Island in Color, V2 (MS).....36.75
166-102 Route of the Eagles - MP Streamline Era... ★34.75
163-106 Santa Fe Annual, 1993-1994 .....28.50
107-121 Santa Fe Comes to California 1881-1994 .....TBA
128-121 Seaboard Coast Line 15.95
171-1 Switchback to the Timber (Mt. Hood).....19.95
146-120 Trails Among the C. - Monarch Branch 26.75
115-105 U-Boats - McDonnell.....37.25
110-111 Virginian Rails 1953-1993 .....35.75
128-102 Virginian Railway Locomotives 11.95
106-151 Western Maryland in Color 36.75

VIDEOS

129-53087 Atlanta - Its History and Its Railroads 23.95
100-AUTOTRN Amtrak's Auto Train.....28.75
129-53077 Coal to Kilowatts-Edison Coal Trns (GF).....31.75
129-53084 Colorado-Steam Mecca (GF).....14.75
129-53097 CSX V3, Nashville to Louisville 31.50
100-1522 Frisco #1522.....21.50
129-53090 Golden Horseshoe 22.95
100-AR2 Into the Allegheny Range, V2.....15.75
100-AR3 Into the Allegheny Range, V3.....28.75
129-53090 M.O.W.-Yesterday & Today (GF).....15.50
152-120 GM Milwaukee on the NEW 26.95
129-53102 Pacific NW Kaleidoscope 28.75
129-53104 Private Varnish - The Special Train 15.95
152-119 Quick Shots 3 .....19.95
152-106 Saluda Update - 1994.....21.75
129-53092 Steam in the 50's, V3.....26.95
129-53103 Steel Rails, Private Varnish 27.50
126-VT006 UP 6900's - The Centennials (30min) ..... ★8.95
129-53083 Way West, V1, V2 (EA) 31.50
154-101 White Pass & Yukon Route ..... ★23.95

106-145 Rock Island in Color, V1 (MS).....36.75
106-101 Santa Fe 1940-71, V1, V2, V3, V4 (EA) .36.75
121-003 SF 1988 Motive Power Pictorial (SC) ...19.95
115-101 Signatures in Steel 39.75
106-133 Southern Pacific in Color.....36.75
120-017 Southern Pacific in Oregon (PFM).....39.75
120-018 SP in Oregon, Pictorial (PFM).....39.75
191-102 SP in West-Hard Rd. to the Prom., P1 ..24.95
107-110 SP of Mexico & W. Coast Route 30.95
106-106 Southern Railway 36.75
120-010 SP Dieselization.....32.50
118-101 Steam Loco Dir. No Amer V1, V2 (Set) .36.50
191-105 Sugar Country Shortline.....14.95
120-016 Swayne Lumber N.G. in Merrimac 31.95
115-103 Tehachapi (Schmollinger) 37.25
107-111 Tehachepi, SP/ATSF 35.95
107-109 Time of the Trolley.....32.25
191-104 Twilight of the Denv. & the Rio Grande 24.95
140-116 Twilight of Monongahela 24.75
120-014 Two Feet to the Lakes.....38.50
163-103 UP Annual, 1992 (HY).....28.95
120-001 UP Northwest 40.95
106-131 UP Official Photography, Vol 1 .....36.75
115-102 U.S. Military Railway Serv. ..... ★22.75
109-8923 Warbonnets 36.75
120-002 West From Omaha-Pfeifer 45.75
120-013 Westside - N.G. in the Sierra.....44.95
128-104 West Virginia Logging 15.25
128-111 Wheeling & Lake Erie Rw'y.....11.25
112-101 Wrecks, Accidents & Collisions ..... ★24.95

VIDEOS

123-111 2765 on the C&O (GS).....23.75
152-113 611 on Saluda 29.95
100-113 Across Donner Summit 28.75
100-114 Across Marias Pass.....28.75
185-36 All Aboard for Eureka 19.95
100-242 Atlanta Steam Celebration 21.75
126-106 Beaumont Hill (VR).....21.75
100-132 British Columbia Railway 36.95
152-000 Cab Ride Clinchfield-South/North (EA) ..25.75
123-000 Cab Ride Thru Rockies, V1, 2, 3 (EA).....23.50
100-133 Cajon Pass/Tehachapi Loop 36.95
129-53027 California Zephyr.....31.95
100-195 Cass Scenic Railroad.....21.75
129-000 Chicago Odyssey, V1 & 2 (EA).....59.95
152-C4 Clinchfield - Coal Story.....24.95
152-C1 Clinchfield - Elkhorn to Erwin 24.95
152-C2 Clinchfield - Erwin to Spartenburg 24.95
154-102 Colorado's NG Railroads 18.95
100-197 Copper Canyon 28.75
129-53085 CSX Chattanooga to Nashville 31.50
100-201 Denver & Rio Grande Western 36.95
154-104 Durango & Silverton NG RR'd.....29.75
100-202 Eastern Kentucky Coal 28.75
129-53063 Erie Lackawanna - 2 Tapes.....56.95
129-53052 Empire Builder, V2.....14.50
185-34 Georgetown Loop Railroad 19.95
129-53093 Goderich Exeter-Railtex Can 23.50
126-000 Great Northern R'wy V1, V2, V3 (EA) 22.95
100-OUTDOOR Great Outdoor Railways.....21.50
123-000 Great Steam Trains V1, V2 (EA) 22.75
100-203 Horse Shoe Curve 28.75
129-53024 Illinois Central Odyssey.....59.95
100-AR1 Into the Allegheny Range (2 tapes) 28.75
154-109 Iron Road-Promontory, Utah 15.95
100-179 Last of Giants - UP Vol1.....14.75
100-000 Last of Giants - UP Vol 2, Vol 3 (EA) 28.75
152-115 Lonesome Pine Special 21.75
129-53056 Magnolia Cutoff of the CSX 30.95
167-112 No. 261 - Rebuilding a 4-8-4 .....30.95
100-142 Montana Rail Link (PEN) 28.75
100-173 Norfolk & Western #1218.....16.95
129-00000 NYC Odyssey, V1-2 (EA) (2 tape set).....59.95
185-26 Pike's Peak by Rail.....19.95
100-184 Pickering Sugar Pine Railroad.....28.75
152-103 Quick Shots 2 .....15.50
129-53065 Railroading Thru the Winter of '93...24.95
100-238 Raton Pass - King Coal.....28.75
154-105 Rebirth of a Loco.-NG #482.....23.95
129-53049 Rio Grande Odyssey (2 tape set).....59.95
152-102 Saluda 611 Deux 14.95
152-101 Saluda Mountain 24.95
129-53019 Santa Fe Odyssey, V1 (2 tape set)....61.95
129-53029 Santa Fe Odyssey, V2 (2 tape set)....58.95
129-53037 Santa Fe Odyssey, V3 (2 tape set)....56.95
100-149 Santa Fe's Arizona Mainline 28.75
100-150 Santa Fe's Mojave Mainline.....28.75
100-000 Santa Fe's N.M. Mainline, V1, V2 (EA).....28.75
100-188 Snow on the Run 16.95
152-117 Spartanburg Wreck 14.95
152-116 Steam - Great Smokey Mtn. Railway....22.75
122-103 Steam Rotary OY 29.95
100-227 Tehachapi (Pentrex).....21.75
100-191 This is My RR'D - SP Steam.....28.75
100-237 UP Elegant E9's.....14.50
100-110 UP Feather River Rotary 21.75
100-165 UP's Feather River Route 28.75
129-00000 UP Odyssey, V1 & V2 (EA) 2 tape set ...59.95
152-104 Vidalia-Motor Car to Savanna.....22.75
152-114 Welch by Norfolk & Western 24.95
100-180 Westside–Logging in Tolumne County..28.75
129-53038 Western Maryland Scenic RR 29.95
152-105 Winston-Salem 611 Excursion 21.75

ALLEN KELLER VIDEOS

099-000 Vol 1-20 (each) 32.95

RRD's OF HOLLYWOOD MOTION PICT.

126-114 The Paradise Express 18.75

All Items Are Limited to Supply on Hand!

WE STOCK: Sunday River, Herron, Mark I, Interpark, Gandy Dancer, Greg Scholl, American Alta Vista, Pentrex, Video Rails, Green Frog, Mind's I, Goodheart Videos

NEW **BN/SF 1994 ANNUAL (HB)**
160 PAGES LIST 44.95
#121-019 **ONLY $32.50**
Ships in May / Order Now

NEW **NORTHERN PACIFIC PICTORIAL V2**
#121-018 All Color– List 49.95 – Ships in June
Offer Expires June 30, 1995 Pre-Pub Offer **ONLY $35.00**

EXTRA SPECIAL **PULLMAN ST'D COLOR GUIDE-FR'T/PASS. EQUIP.** (#106-150)
WESTERN MARYLAND IN COLOR (#106-151)
ONLY $34.95 EACH (List $49.95)
with purchase of another non-sale item
OFFER GOOD UNTIL SUPPLY IS EXHAUSTED OR JULY 31

"CAJON PASS VIDEO RAIL GUIDE" PLUS "CAJON RAIL MAP GUIDE"
Using the Map Guide, follow along from Devore to Victorville as you watch the video. Almost as good as being there. Lots of train activity!
Video Retail $29.95
Map/Guide Retail $11.95
Special Price
Both Only $29.95
#165-000
Afton Canyon, Tehachapi & LA Guides $10.95 Any 2 or more $9.95 each.

WILD! FUN! **NEW 3-D VIDEO "ROLLERCOASTER"**
WILDEST, JAW DROPPING COASTER ACTION AVAILABLE! TWO PAIR OF GLASSES INCLUDED.
$19.95, ONLY $18.95 with Purchase of Another Item.
60 MINUTES SUPPLY LIMITED STK#330-111

NEW **TEE SHIRT**
5 Color Shirt – Great Definition!
So Pac "Inside Tunnel" View with a SP Wide Cab Coming Toward You!

VACATION TIME IS COMING!
1995 STEAM PASSENGER SERVICE DIRECTORY
ONLY $9.95 while supplies last. STK#113-102
RIDE A TRAIN ON VACATION THIS YEAR!. JUST OFF THE PRESS!

GREAT MODEL RAILROADS VOL.20
NORM STENZEL'S - BRANDYWINE & BENEDICTINE RR
Special-Only $31.95 until July 31, 1995. Order Now! STK#099-000

T-SHIRTS

Silk Screened / Pre-Shrunk / American Made / 100% Heavyweight Cotton
Colors Coordinated w/ R.R. Logo
ADULT S, M, L, XL, $10.95
2XL, $11.95 / 3XL $13.95

- BN SD70MAC
- SP .....Black Widow
- SP .....Daylight 4449
- SP GP60
- SP SD45 T-2
- SP .....DASH 8 Hi Tech
- SP/RG .....SD40 T2's Great Northern F7A
- Santa Fe .....DASH 8
- Santa Fe GP40X
- Santa Fe F7A
- Amtrak F40PH
- Union Pacific SD40-2
- Available in Kids S, M, L $9.95

TRAINMEN'S TOTE BAGS

Made for Railroaders. These are neat for those quick one or two day trips. Timetable size side & end pockets. Great buy!
SF, UP & SP-Most Road Names 12"x18", Multi-Pockets ...$31.95

COLLECTABLES

Engineer Hats - Adult/Child: 5.00
Railroad Hats Adjustable - Most Roads 5.00
Belt Buckles (Brass, Pewter & Silver Finish) .....5.98 / 7.50
Cloisonne Pins (Deluxe) Small & Large .....2.00 / 3.00
Cloth Patches, Most RRd Names 1.25-4.98
Key chains & Rings 2.50-5.00
Wooden Train Whistles .....LG 5.00
Coffee Mugs - Logos/Train Picture, Most Roads 5.00
Thomas the Tank Engine Books & Videos .....Various
Engineer Teddy Bears (Kids Love 'em) 8.00
Copper Cuts & Rubber Stamps - Most Road Names 4.50
Tumblers Old Fashioned (Set of 4) SP, WP, SF, UP 19.95
Tie Clips - Amtrak, SP 4449, GN, SF & UP 4.98
Porcelain Metal Signs - RRd's, Oil Co. & Vehicles 13.50-16.98
RR'D Xing X Bucks w/ Flashing Lights: .....SM 17.98, LG 22.98
License Plate Frames - Comic & Railfan 2.00
TV Guide Covers - WP, SF, Zepher 3.98
Train Check Book Covers & Credit Card Wallets 3.50/4.50
Railroad Bandanas - Red or Blue 2.00
Suspenders - Lionel & other RR'Ds 7.95

Many Other Assorted Items!
$15.00 Minimum Order Please

Include $5.25 Shipping/Handling for all Wearables & Collectables.

CAJON RAILS

101 W. CENTRAL, UNIT B, #125R • BREA, CA 92621

VISA MasterCard DISCOVER

SEND $2.00 & SASE FOR OUR '95 EXPANDED CATALOG REFUNDABLE – FREE WITH ORDER

Info & Other Matters **714/529-0436**
VISA, M/C and DISCOVER
24 Hour Fax **714/529-6665**
PRODIGY **WBYG55A**
Firm Orders Only! **1-800-352-2923**

Sale ends last day of cover month
Mail Orders Welcome:
SHIPPING/HANDLING FOR BOOKS & VIDEOS ONLY –$3.75 first item. Add 75¢ each additional item.
SORRY NO C.O.D.S

California residents add 7.75% sales tax.
Rush deliveries available.
FOREIGN: Add $4.50 per book/tape, plus $2.50 per additional.
Prices are subject to change without notice
$15.00 Minimum Order

Four Ways West

P O Box 1734
La Mirada, CA 90637

We've got a new railroad and a new annual, *Burlington Northern Santa Fe Annual - 1994* Follow Robert C. Del Grosso as he reports on the BN during 1994 with concise coverage leading to their merging with the AT&SF. This years Annual features BN's Snow Removal Equipment, the first decade,, new equipment, 1994 motive power review, up-to-date roster, maps, loco assignments, the new SD70MAC's, plus an *All Color Section*, and much more. There's another first this year - The Annual is *HARDBOUND* with 160 pages. Follow us into this new era of western railroading with our pre-publication offer of $38.00 + $3.50 s/h - $5.00 foreign. Price will be 44.95 after mid-June.

★ A NEW VIDEO RELEASE! ★

DWP

DELIVERED WITH PRIDE

A system-wide look at the

Duluth Winnipeg & Pacific Railroad

Located in the beautiful arrowhead region of northeastern Minnesota. The DW&P starts at the Pokegama yard near Superior, WI and travels 170 miles north to a connection with CN North America at Ranier, Minnesota. Action includes: mainline freights, yard switching, transfers, and a cab ride on DWP #5906. Plus vintage 1970's footage of RS11 Alcos including west Duluth yards. Also connecting RR: CN, DM&IR, C&NW, SOO, WC, BN, GT and the MD&W using rare S2 Alco's at International Falls, MN.

SPECIAL INTRODUCTORY OFFER!

Only $34.95 REG. $38.95

LIVE AUDIO • NARRATION
100 MIN • VHS • COLOR
OFFER EXPIRES 7/31/95

SHIPPING & HANDLING: USA $4.00 / CANADA $5.00
WISCONSIN RESIDENTS ADD 5% SALES TAX
(715) 833-8899 CHECK/M.O./CR.CARD#, EXP.

VISA PLETS EXPRESS MasterCard

P.O. Box 217 • ALTOONA, WISCONSIN 54720

Railnews

Williamsport Hill, an F7 and RS2 emerging from Knobley Tunnel, the brand new CTC board within NC tower in Hagerstown, back-to-back BL2s and an FA leading eastbound coal at Shady Grove, four F-units bringing covered hoppers down and around Helmstetter's Curve and a 2-8-0 shoving the hind end of empty coal hoppers over the Durbin Branch diamond at Elk River Junction. The book sells for $49.95 plus $3.50 shipping ($5.00 for foreign shipping, N.J. res. add tax) from Morning Sun Books, 11 Sussex Court, Edison, NJ 08820.

John Riddell's **The Railways of Toronto, Volume Two — The First Hundred Years** is a 38-page 8½"×11" horizontal-format softcover pictorial looking back at steam and early diesel operations in Ontario's key rail city. Hefty captions point out every detail in the black and white scenes of Toronto Union Station, freight yards, the visiting GM *Train of Tomorrow*, a CN SW8 shuttling 1950s freight cars down the four-tracked Oakville Subdivision, a streamlined CPR Jubilee departing Sunnyside station, a pair of F-M C-Liners powering CN freight, a CPR P2f Mikado crossing the Humber River Bridge and more. There are also 19th Century track plans for Grand Trunk Railway and Credit Valley Railway properties in Toronto and a 1954 map of all railways in and around the city, complete with yards and junctions. It sells for $12.00 plus $1.00 shipping (Canadians add GST) from British Railway Modelers of North America, 5124 33rd Street NW, Calgary, Alberta T2L 1V4.

The **Directory of Railway Stations of Ontario, Volume I** is a 38-page 8½"×11" horizontal-format softcover from the publishers of the quarterly *Canadian Station News*. The province of Ontario is broken into four sections, and railway stations in each of those sections are listed in somewhat random order based on location under headings of railroad name and town. Each listing describes the station's precise street location and its current status. Nearly half the entries are illustrated by small-but-adequate black and white photos of the depot or station being discussed. This is by no means a detailed history of Ontario's stations, but it's a convenient guide for those who would like to track them down. It's also a good compilation and comparison of Canadian depot designs. It sells for $19.95 plus $4.00 shipping from Canadian Station News, P.O. Box 171, Cobourg, Ont. K9A 4K5.

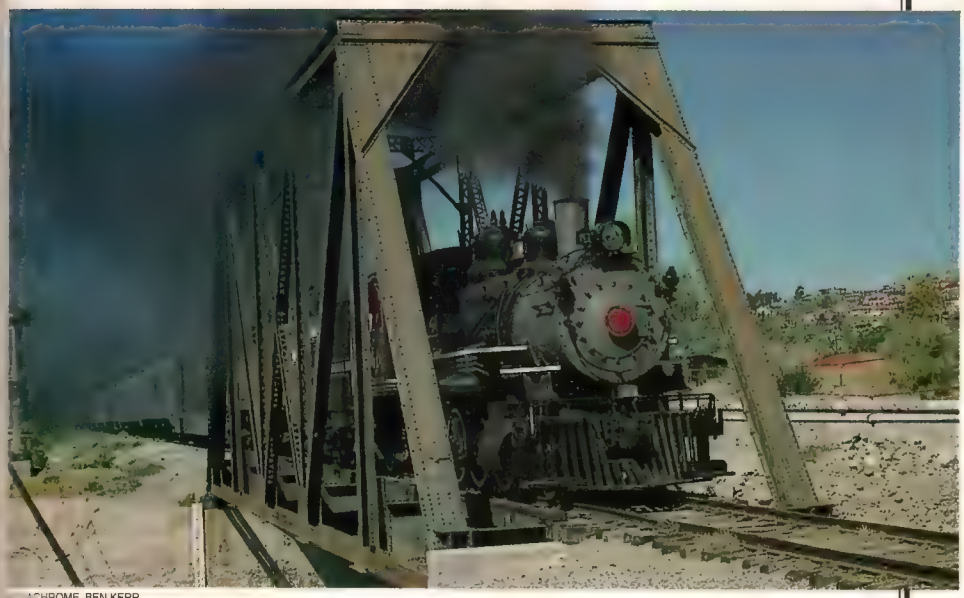
The history of the Chignecto Ship Railway in Nova Scotia is chronicled in **Ketchum's Folly**, a 130-page 5½"×8" softcover by Jay Underwood. During the 1880s, Canada sought to ease the marine transport of goods to and from the Maritime provinces by building a railway that linked the Bay of Fundy with the Gulf of St. Lawrence. But, the connection eventually proved too costly as it required the unloading and reloading of freight between ships and trains at two points before the cargo even reached its final destination. Henry Ketchum's pipe dream of a solution was to build a 17-mile "ship railway" across the Isthmus of Chignecto. The double-tracked route would support a 230-foot cradle, riding on 192 wheels, which would ferry an entire sailing ship over dry land from one body of water to another. Ketchum "dropped dead of a heart attack outside the swank Amherst Hotel" in 1896, and his as-yet-unfinished Chignecto

UNION PACIFIC 2-8-0 618 made her maiden run on Utah's Heber Valley Railroad on May 13, 1995. Heber Valley's three-year restoration of the 618 included graphite smokebox and sublettering for UP predecessor Oregon Short Line. The 1907 Baldwin was overhauled prior to retirement in the 1950s and worked the "Heber Creeper" trains in the 1970s. It returned to service during 1986-1990, but when the state-organized Heber Valley Railroad took over the line in 1991, the 618 was held aside for a major overhaul, and trains were powered by an ex-U.S. Army 44-tonner.

FORMER GREAT WESTERN 2-8-0 No.51 steamed its way across Santa Paula Creek while departing Santa Paula, California, on April 22 with the first of the weekend's "Spring Rail Festival" excursions on the Fillmore & Western Railway. Ten round trips were operated east from Santa Paula on about five miles of F&W's ex-SP track. F&W F7 101 (ex-Maryland Midland, nee-C&NW 413) provided back-up power. These were the first of several steam- and diesel-powered excursions F&W has scheduled through September. No.51 entered a lease on the F&W in late 1991 after serving the Yakima Valley Rail & Steam Museum Association's operation in Toppenish, Washington. For details on the Fillmore & Western's excursions, phone 805/524-2546.

A STEAM-POWERED COAL TRAIN was run out of North Reading, Pennsylvania, on the Reading & Northern on May 7, 1995, and the public was invited to ride along in cabooses. The turn-out was so overwhelming that a gondola was added to handle the passenger overflow. Shuttling the train of empty coal hoppers north into anthracite country was Blue Mountain & Reading's ex-Gulf, Mobile & Northern 4-6-2 425. The empties were dropped at Minersville and swapped for outbound anthracite loads in R&N's new hoppers. The 1928 Baldwin could not be turned and was photographed on the return trip running tender-first at Marlin.

FUJICHROME: JEFF TERRY



ACHROME: BEN KERR

ACHROME: KERMIT GEARY, JR.

Santa Fe Pictorial

Variety of action and places on the Santa Fe including Cajon Pass, Tehachapi Loop, and the mainline to Chicago. Video shot over a 3-year span. Older units such as F45's plus GM and GE warbonnet-painted Wide Cab units. Even trains with cabooses. All color with live audio and some narration.

60 Minutes $29.95

Southern Pacific Pictorial

Variety of action and places on the Southern Pacific including Cajon Pass, Tehachapi Loop, Donner Pass, and others. Video shot between 1989 and 1994. Great coverage of the Oil Train assaulting the famous Tehachapi loop & more. All color with live audio and some narration.

60 Minutes $29.95

Special!
both tapes for
only $49.95

Available in VHS or PAL for overseas. Shipping $4.00 for total U.S. order. To Canada $4.00 first tape then $1.00 each additional. Europe $6.50, other countries $8.50. Visa and Mastercard accepted. Ohio residents add 6% state sales tax.
Color catalog available

GREG SCHOLL
VIDEO PRODUCTIONS
P.O. Box 123, Dept. T
Batavia, Ohio 45103
Phone: 513-732-0660 Fax: 513-732-0666

Established 1984

TRAIN CHECKS

IN FULL COLOR

You asked for MORE STEAM...and more Power... so we fired up the boiler and added a 4-6-2 Montreal and 4-6-0 Baldwin to the diesels of: Amtrak, Santa Fe, New York Central, Union Pacific, Conrail and Illinois Central. Still *thundering out of the past*, are the Georgetown Loop's 3-truck Shay, and Grand Canyon's 1906 2-8-0.

TRAIN CHECK STARTING NO. ☐ (If not specified, we will start checks at 101.)

SINGLE CHECKS ☐ 200 – $9.95 ☐ 400 – $17.50 OR		
DUPLICATES ☐ 150 – $12.95 ☐ 300 – $22.50		
SHIPPING & HANDLING		$1.00
☐ FOR PRIORITY DELIVERY, ADD $3.50		
☐ CHECKBOOK COVER, ADD $1.00		
☐ *For Script Lettering, Add $2.00*		
	TOTAL	

TO ORDER CHECKS NOW – PLEASE ENCLOSE:
1. **A check** payable to Identity Check Printers. (U.S. Funds)
2. **A voided sample check** with changes clearly marked.
3. **A deposit slip**
4. **This order form completely filled out**

Checks are personal size and are top bound. One part deposit slips and check register are ***FREE*** with each order.

NAME _____

Daytime phone number: (____)

For your protection checks will be shipped to the printed address unless we are instructed otherwise.

24HR VOICE MAIL 312-992-0890 IDENTITY CHECK PRINTERS BOX 818, PARK RIDGE, IL 60068

Vancouver to Prince George priority freight, No. 23, climbs the 2.2 percent Pavilion Mountain grade at Pavilion, north of Lillooet, B.C. on September 1, 1973. W.R. Hooper.

Following the success of the book *Nicholas Morant's Canadian Pacific* (copies are again available for a limited time), Footprint Publishing of Revelstoke, British Columbia, is pleased to announce the October 1995 release of the book *British Columbia Railway, From PGE To BC Rail* by J.F. Garden

A complete and revealing history of the Pacific Great Eastern as it evolved to become the highly successful British Columbia Railway is presented in this 452 page volume, along with 463 photographs by 33 of North America's finest lensmen. Former CEO and President of the railway, M.N "Mac" Norris, who guided the railway as it matured form the struggling PGE to the profitable BC Rail, expresses his thoughts in the foreword. Here is a book that shouts to be placed in everyone's railroad library.

To order, send a personal cheque or money order:

Before September 30, 1995, send: **$74.50 Cdn** (64.95 + 5.00 postage + 4.55 GST) or **$55.00 US** (49.95 + 6.00 postage)

After September 30, 1995, send: **$90.55 Cdn** (64.95 + 5.00 postage +5.60 GST) or **$75.95 US** (69.95 + 6.00 postage)

Regular dealer discounts are available on the pre-publication price till September 30, 1995, and the normal price thereafter.

Nicholas Morant's **Canadian Pacific**

$90.55 Cdn (79.95 + 5.00 postage + 5.60 GST) or **$75.95 US** (69.95 + 6.00 postage)

FOOTPRINT
PUBLISHING CO. LTD

Box 1830, Revelstoke, B.C., Canada, V0E 2S0

U.S. RAILROAD TRAFFIC ATLAS

The only railroad atlas with traffic density maps!

City, state, and system traffic density maps, with major yards, Amtrak and commuter lines. Maximize your vacation time - look up the busiest lines along your route, find the nearby tourist and shortlines along the way, and locate their engine facilities!

How much is your vacation time worth?

Pre-publication special-$19.00 postpaid (California residents add tax) if ordered by **July 15**

$27.00 after July 15.

Ladd Publications Dept. R-Box 1671,
Orange, CA 92668-0671.
714-639-8639
US check or money order

GTVP

G. TRAIN VIDEO PRODUCTIONS

NEW! **RAILROADING THROUGH CANYONS, TUNNELS AND PASSES OF THE WEST** NEW!

Scenery at its Finest!

Remote locations, mainline action, variety of railroads, rugged mountain and desert scenery.

Wyoming-BN Platt River Canyon, UP at Altamont. Utah-SP Rio Grande-Utah Railway,Soldier Summit area. Nevada-UP, Rainbow Canyon, Meadow Valley Wash. Arizona, NM-Santa Fe, Kingman, Nelson and Abo Canyons. Approx. 80 minutes. Narrated.

CSX Corbins C.C. Subdivision
(Corbin to Covington, Kentucky)

12 tunnels, U18B's, U23B's, BQ23-7's, B30-7's, the new C44-8W's, a variety of paint schemes, 2 separate helper pockets-you'll ride 3 SD40's through one and a Dash 8-40CW through the other, pushing 13,000 ton coal trains over the "roller coaster". 150 miles of mountain railroading at its best. Narrated. Approx. 80 mins.

BURLINGTON NORTHERN
Sand Hills & Butte Subdivisions
(Grand Island to Crawford, Nebraska)

Travel 300 miles through the high Mid-Plains, see trains snaking their way through the valleys with wide sweeping curves, the new SD70MAC's tackling Crawford Hill, action at Alliance and much more. Photographed from many unique vantage points. Narrated. Approx. 80 minutes.

UNION PACIFIC
Pocatello Subdivision
(Green River, Wyoming to Pocatello, Idaho)

Experience spectacular mountain scenery as you follow UP's 250 miles of mainline through the lush valleys of the Wasatch & Aspen mountain ranges. Narrated. Approx. 90 mins.

All Videos mastered on BETACAM SP Natural HIFI Stereo. Available in VHS only. All tapes guaranteed against manufacturing defects.

VISA Each tape costs $39.95 plus $4.00 S&H (Canadian Funds) VISA

U.S. VISA orders will be charged the U.S. equivalent of $43.95 Can. (Approx. **$33.00** U.S.) which includes S&H.

ORDER 2 TAPES—SAVE 5%
ORDER 3 OR MORE TAPES—SAVE 10%
Orders payable by VISA or M/O. Ontario orders add 8% PST.

Also Available...
CSX The Alleghany Subdivision
(The old C&O mainline, Clifton Forge, Va.-Hinton, W.Va.)
90 mins. Still $36.95 plus $4.00 S&H (Canadian Funds)

3811 Victoria Ave. Vineland, Ontario, Canada, L0R 2C0
To Order Call
(800)667-3510 **(905)562-3866**

Ship Railway died with him. This is a fascinating story of commerce, politics and pioneer railway engineering, and it sells for $8.95 from Lancelot Press Limited, P.O. Box 425, Hantsport, N.S. B0P 1P0.

Guides to Switzerland and Austria

Planning a railway vacation to Europe? George Drury's **Railfan Guide to Switzerland** (52 pages, $11.50) and **Railfan Guide to Austria** (28 pages, $10.00) seem to have all the information you'll need. Both 8½″×11″ softcovers provide abundant background on the locomotives, cars, services, schedules and routes of Swiss and Austrian railways. There are also chapters and tables to help foreigners plan and pack for their journey, cope with the multiple languages of Europe's alpine countries and function smoothly within the Swiss and Austrian cultures without seeming like the Ugly American that's often portrayed overseas. Illustrations include some nice black and white photos of equipment and lineside locations, as well as diagrams of various stations and their neighboring streets and hotels. On the back covers are simple rail maps of both countries. The books sell for the postpaid prices shown above from George Drury, 4139 West McKinley Court, Milwaukee, WI 53208-2765.

Colorful Postcards

The new selection of full-color 3½″×5½″ railroad postcards from Audio-Visual Designs includes more than 35 new views of modern and vintage locomotives, trains and trolleys. If you like diesels, there are sharp three-quarter roster shots of a brand new AC4400CW on CSX, Dash 8-49CWs on SP, UP's "United Way" SD40-2, an NJT GP40PH-2 and UP's A-B-A E9s. For steam buffs, there are UP Big Boys on Sherman Hill, C&O 4-8-4 614 at Harpers Ferry, Milwaukee Road 4-8-4 261, EBT 2-8-2 No.14 and Susquehanna 2-8-2 142. Finally, juice fans will enjoy the colorful passenger action of an Amtrak AEM7, a Long Island m.u. train, Baltimore MTA light rail articulateds, Denver RTA Siemens-Duewag cars and one of the trolleys on the New Orleans RTA Riverfront Line. All have sharp, vivid photo reproduction and a gloss coating to help the picture survive its journey all throughout the automated sorting of the U.S. Postal Ser-

PENNSY STEAM:
A SECOND LOOK
by Paul Carleton
Hard Cover, 208 pages.
Priced at: $37.95, order from.
D. CARLETON
P.O. Box 1827, Dunnellon, FL 34430
Write for our free brochure

RAILROAD MEDALS
VT, NH, ME & MA
Silver $34.95
Bronze $13.95
Add $3 S/H
Books & Videos.
Free catalog.
VISA/MC
1-800-375-3943
SMITH-THOMPSON
P.O. Box 828, White River Jct., VT 05001
Shown Actual Size

JMJ PRODUCTIONS RAIL VIDEOS

VINTAGE RAILS VOL.3
Our 3rd "Vintage Rails" Tape shows the Pennsy, Milwaukee Road and Chicago & North Western, plus scenes of the New York Central, Rock Island, Great Northern, CB&Q, Southern Pacific, Santa Fe and more. Includes Steam, Diesel and Traction.
$39.95 Add $2.05 for shipping and handling
63 min. 100% color

VINTAGE RAILS VOL. 5
The 5th in the continuing series illustrates the Atlantic Coast Line and the Seaboard Air Line, and features both Steam and First Generation Diesels in freight and passenger action around the Systems.
$39.95 Add $2.05 for shipping and handling
57 min. 80% color

VINTAGE RAILS, VOLUME 4
One more new addition to our "Vintage Rails" Series, Volume 4 is devoted entirely to the Florida East Coast Railway. First Generation Diesels abound, much of which are in the colorful red, yellow and silver scheme, and some extremely rare footage of FEC Steam Locomotives is included.
57 min. - 95% color
$39.95 Add $2.05 for shipping and handling

VINTAGE RAILS VOLUME 1
Great steam film footage from the 1930's, 40's and 50's covers the Delaware and Hudson between Scranton and Rouse's Point. Excellent cinematography illustrates the Road's mighty 4-6-6-4 Challengers, 4-8-4 Northerns, 4-6-2 Pacifics, 0-8-8-0's and the huge 2-8-0 Consolidations, plus some First Generation Alco Diesels.
The final portion of this tape covers the Reading's scenic Wilmington & Northern Branch with 0-6-0's, 0-8-0's and 2-8-0's featured.
60 min. - 95% color
$39.95 Add $2.05 for shipping and handling

VINTAGE RAILS VOL. 2
The second release in our Vintage Rails Series covers the mid 1950's Union Pacific in Nebraska and Wyoming and includes Big Boys, Challengers and Northerns, plus Turbines and 1st Gen. Alco and EMD Diesels.
Also featured is a bit of Nickel Plate Steam Locomotives and First Generation Diesel Units.
61 min. 100% color
$39.95 Add $2.05 for shipping and handling

JMJ PRODUCTIONS
P.O. BOX 4449
HOLLYWOOD, FLA. 33083
ORDERS ONLY PHONE TOLL-FREE
800-225-8203
SEND 32¢ STAMP FOR CATALOG OF 50 VIDEOS

CUMBERLAND & PENNSYLVANIA RAILROAD

Western Maryland's Historic Coal Carrier

By Deane Mellander. The Western Maryland acquired the famous old Cumberland & Pennsylvania, which in turn was absorbed by the Chessie and CSX. This informative book includes rare steam locomotive photos and unusual gas-electrics operating in the Alleghenies. 64pp. (C00063).....$9.95

VISA/MC/AMEX/OPTIMA accepted. Or please send check or money order. P&H US $2. per book. Outside US $2. per book plus 20% for insured shipping. NJ residents add sales tax Canadians add 7% G.S.T.

Carstens
PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

vice. The cards sell for 25¢ each plus $3.00 shipping per order (N.Y. res. add tax). For a detailed list of AVD's postcard collection, send an SASE to Audio-Visual Designs, P.O. Box 24, Earlton, NY 12058-0024.

Videos

BY MIKE DEL VECCHIO

New [River] Arrivals

"Old Milwaukee on the New," produced by American AltaVista, 1520 Martin Street, Suite 202, Winston-Salem, N.C. 27103, is the first program we're aware of covering the 1994 New River trips, very noteworthy since these 30-plus car passenger trains were pulled by Milwaukee 4-8-4 261. The tape combines the work of ten native videographers, who covered all four operating days, into one continuous trip. Needless to say, the coverage is quite complete and the imagery quite varied, including just about every conceivable line side angle, with on-train footage in addition. Only one of the four days had blue skies, but it was the gloomy days that provided the most impressive sound and visuals. Overall, the show is quite folksy, featuring producer Bob Loehne's "down home" narration, brief cameo interviews with railroaders and railfans, plus some of the "color" of a New River chase by showing the annual "Bridge Day" where people bungee jump and parachute off America's highest road bridge, plus a ride over one of America's top 10 most dangerous road bridges and a snippet bouncing down the dirt roads to get trackside in the Gorge. Another bonus is the vintage collection of several New River Trains previous; pulled by various steam locomotives and occasional diesels (including the Clinchfield F-units).

This tape is lots of fun to watch, and while the video quality varies due to the number of shooters, the editing is quick-paced and the program contains a lot of very impressive steam scenes (no lingering runbys). However, we can't help but chide producer Bob Loehne, a native Virginian who's never been on Sherman Hill due to his Confederate contempt for the Civil War General, consistently mis-pronounced the name of the Kanawha River, from which the C&O's 2-8-4s were named (it's kan-AWH!). This is a fun show with plenty of genuine enthusiasm for the subject. 100 minutes, $39.95 plus $4.00 shipping).

Union Pacific E9s on video

Fresh from the souvenir car on the Union Pacific excursion train is **"Union Pacific Heritage, Return of the Streamliners. The E9s,"** produced by Gandy Dancer Productions exclusively for the Union Pacific steam team as an official souvenir video. This show is a quick little documentary of UP's A-B-A E9s and the matched excursion train during 1994, including the trips over Cajon Pass and the 125th Anniversary of the Golden Spike trips, both accompanied by 4-6-6-4 3985. The other outings covered include the April 23, 1994, photo spectacular over Sherman Hill sponsored by David Goodheart; July 4th weekend trips through the Feather River Canyon sponsored by the Pacific Limited Group; the mid-August trip

★ RAILFAN ANNIVERSARY T SHIRT ★

Celebrate 20 Years of Railfan Magazine with our 20th Anniversary, Limited Run, Collectors *T SHIRTS*

Our 20th Anniversary art deco style herald looks great printed on a red Hanes® HEAVYWEIGHT™ 50/50 cotton/polyester T-Shirt. Available in small, medium, large and extra large sizes. A great gift idea for your favorite railfans or buy one for yourself, but please order now, these shirts are moving fast.

Carstens
PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

I have enclosed $_____ in:
❑ check ❑ money order ❑ credit card
(no cash please). Please send the shirts indicated below:

Quantity: Total:

____ Railfan Anniversary Shirt(s) SIZE SMALL @ $9.95 ea:_____
____ Railfan Anniversary Shirt(s) SIZE. MED. @ $9.95 ea:_____
____ Railfan Anniversary Shirt(s) SIZE LARGE @ $9.95 ea:_____
____ Railfan Anniversary Shirt(s) SIZE X LARGE@ $9.95 ea:_____
Shipping & Handling in Cont. USA add $3.00 Per Shirt:_____
Foreign Add $3.00 Per Shirt Surface; $4.00 Per Shirt Air; US Funds:_____
Canadians Add 7% GST_____
TOTAL:_____
Price Includes Shipping & Handling in Cont. USA : TOTAL:_____

CHARGE TO: ❑American Express ❑ Optima ❑ MasterCard ❑ VISA exp.__/__/__
CARD #_____ Signature:_____
Name_____ Street Address_____
_____ City _____ State___ Zip_____
Please allow 3-4 Weeks for Delivery. 2 H 20

RAILROAD VIDEO PRODUCTIONS

1-800-258-4546 TOLL FREE ORDER LINE

281 WILLOW DELL LA. LEOLA, PA 17540

717-656-8733 INFORMATION LINE

VIDEOS SHOT FROM THE ENGINE CAB

Tape No.

South Amboy to N.Y. City (GG-1) 1 hr..... 7
Bay Head Jct. to Matawan, N.J. (FP-40) 1 hr..... 11
Phila.,PA to N.Y. City (AEM-7) 1 hr.30 min..... 14
N.H. Conn. to Springfield, MA (CF-7) 1 hr.30 min..... 10B
N.Y. City to New Haven, CT (AEM-7) 1 hr.45 min..... 15
Wash.,D.C. to Phila.(AEM-7) 1 hr.45 min..... 13
Harrisburg to Philadelphia (FP-40) 1 hr.45 min..... 5
Philadelphia to Harrisburg (FP-40) 1 hr.45 min..... 4A
Harrisburg to Huntingdon (FP-40) 1 hr.55 min..... 4B
Huntingdon to Johnstown (FP-40) 1 hr.50 min..... 4C
Johnstown to Pittsburgh (FP-40) 1 hr.45 min..... 4D
New Haven, CT to Prov., RI (FP-40) 1 hr.50 min..... 9A
Providence, RI to Boston, MA (FP-40) 1 hr..... 9B
Denver to Grand Jct.,CO (FP-40) VIA D&RGW
Part 1.....1 hr.40 min..... 17A
Part 2.....1 hr.40 min..... 17B
Part 3.....1 hr.40 min..... 17C
Part 4.....1 hr.40 min..... 17D
Sparks, NV to Oakland, CA (FP-40) VIA SP
Part 1.....1 hr. 40 min..... 18A
Part 2.....1 hr. 40 min..... 18B
Part 3.....1 hr. 40 Min..... 18C
Part 4.....1 hr. 40 min..... 18D
White Fish to Havre, Montana (FP-40) VIA BN
Part 1.....1 hr.55.min..... 19A
Part 2.....1 hr.55 min..... 19B
Chicago to Valparaiso, IN (FP-40) 1hr.25 min..... 20A
Ft. Wayne to Valparaiso, IN (FP-40) 1 hr.55 min..... 20B
Chicago to Michigan City (FP-40) 1 hr..... 21-4
Mich.City to Kalamazoo, MI (FP-40) 1 hr.15 min..... 21-5
Toledo to Detroit (FP-40) 1hr.50 min..... 21A
Detroit to Jackson (FP-40) 1 hr.35 min..... 21B
Jackson to Kalamazoo (FP-40) 1hr.30 min..... 21C
Albany to Croton-Harmon (FP-40) 1hr.50 min..... 22A
Croton-Harmon to Grand Cent. Term.(FL-9) 1 hr..... 22B
Albany to Pittsfield, MA (FP-40) 1 hr.15 min..... 23A
Pittsfield to Springfield, MA (FP-40) 1 hr.20 min..... 23B
Springfield to Worcester, MA (FP-40) 1hr.15 min..... 23C
Worcester to Boston, MA (FP-40) 1 hr.20 min..... 23D
North Sta. to Fitchburg, MA(RDC) 1 hr.25 min..... 37
Rockport, MA - North Sta.(Push-Pull)1 hr. 20 min..... 38
Attleboro-So.Sta & Lowell-No.Sta. 1 hr.20 min..... 39
Ipswich-No.Sta. & Stoughton-So.Sta 1 hr.46 min..... 40
No.Sta-Haverhill &Framingham-So.Sta 1 hr 43 min..... 41
Franklin to So.Sta.+Highlights of MBTA Lines 1 hr..... 36
Enola, PA to Shocks Mills Bridge(SD-40) 1 hr..... 24A
Shocks Mills Br. to Holtwood (SD-40) 1 hr..... 24B
Holtwood to Port Deposit (SD-40) 1 hr..... 24C
Port Deposit to Amtrak "OAK" (SD-40) 1 hr..... 24D
Pittsburgh to Suterville, PA (FP-40) 1 hr..... 20-3
Suterville to Indian Creek (FP-40) 1 hr..... 20-4
Indian Creek to Rockwood (FP-40) 1 hr..... 20-5
Rockwood to Hyndman (FP-40) 1 hr..... 20-6
Hyndman to Stuart Tunnel (FP-40) 1 hr..... 20-7
Stuart Tunnel to Martinsborg (FP-40) 1 hr..... 20-8
Martinsburg to Dickerson (FP-40) 1 hr..... 20-9
Dickerson to Washington, D.C. (FP-40) 1 hr..... 20-10
Chicago to Miller, IN (South Shore MU) 1 hr..... 25A
Miller to Michigan City (South Shore MU) 1 hr..... 25B
Michigan City to South Bend (South Shore MU) 1 hr..... 25C
Raritan to Newark, N.J. (Push-Pull) 1 hr..... 12
Atlanta to Temple (FP-40) 1 hr..... 30-1
Temple to Iron City (FP-40) 1 hr..... 30-2
Iron City to Pell City (FP-40) 1 hr..... 30-3
Pell City to Fairfield (FP-40) 1 hr..... 30-4
Fairfield to Hull (FP-40) 1 hr..... 30-5
Hull to Meridian (FP-40) 1 hr..... 30-6
Chicago Union Station to Aurora (E-9) 1 hr 42 min..... 72
Richmond to Alexandria, VA+Run-Bys R.F.& P.(GP-40-2)
Part 1..... 48-1
Part 2..... 48-2
Part 3..... 48-3
Part 4..... 48-4
Atlantic City to Atco, N.J.(GP-40PH-2) 1 hr..... 53A
Atco, N.J. to 30th Street Sta. Phila. (GP-40PH-2) 1 hr..... 53B
Lindenwold, N.J. to Philadelphia (PATCO) 1 hr..... 77
Hoboken to Montclair, N.J.(MU)+Hoboken Festival 1 hr..... 67
Hoboken to Gladstone, N.J. (MU) 1 hr 30 min..... 58
Hoboken to Dover, N.J. (MU) 1 hr 30 min..... 59
Hoboken to Suffern, N.Y.(Bergen County Line) 1 hr..... 60
Hoboken to Suffern, N.Y. (Erie Main Line) 1 hr..... 61
Hoboken to Spring Valley, N.Y. (U-34CH) 1 hr..... 62
Suffern to Campbell Hall, N.Y. (RDC) 1 hr..... 63A
Campbell Hall to Port Jervis, N.Y. (RDC) 1 hr..... 63B
Hoboken to Netcong, N.J.(Boonton Line) 1 hr 30 min..... 68
Wayne Jct (Phila) to W.Trenton, N.J. (MU) 1 hr..... 74
30th Street Sta.,Phila to Norristown, PA (MU) 1 hr..... 75
Elwyn to Wayne Jct, PA (Media Line)(MU) 1 hr..... 73
69th Street (Phila) to Norristown, PA (Bullet car) 1 hr..... 46
Media, Sharon Hill Lines to 69th St. (Kawasaki Car) 1 hr..... 50
Groton, CT to Gardner, MA (P & W M-420R)
Part 1 One Hour..... 81-1
Part 2 One Hour..... 81-2
Part 3 One Hour..... 81-3
Part 4 One Hour..... 81-4
Providence, RI to Worcester, MA (GE B-23-7) 1 hr 35 min..... 82
Jamaica to Speonk,NY (GP-38-2) 1 hr. 20 min..... 85
Babylon to Patchogue & return (FA & GP-38-2) 1 hr.12 min..... 86
Pt. Jefferson to Huntingdon & Jamaica to L.I.City 1hr.6 min..... 89
Long Beach to Los Angeles, CA 1 hr.13 min..... 91

TRACKSIDE ACTION VIDEOS

All One Hour - Color - Sound

"P.R.R. E-8 Diesels in Action" 32
"P.R.R. Double Headed Steam" 16
"P.R.R. Main Line Steam" 16-B
"Strasburg Steam" 6
"Amtrak's N.E. Corridor Part I" 3-1
"Amtrak's N.E. Corridor Part II" 3-2
"Amtrak's N.E. Corridor Part III" 3-3
"Amtrak's N.E. Corridor Part IV" 3-4
"Amtrak's Harrisburg Line" 45
"B.N. E-8 Diesels in Action" 35
"Tracking The Big Apple" 44
"The Hudson River Lines" 49A
"Conrail's Reading Rails Part 1 92
"Conrail's Reading Rails Part 2 93
"Conrail Fast Freights - Middle Division" 51
"Conrail Fast Freights - River Line" 52
"Conrail Fast Freights - Juniata Rails" 66
"Conrail Fast Freights - Lebanon Valley Line" 76
"Railroading in Canada" 31

TRACTION VIDEOS

"Trolleys of Philadelphia" 1hr.Color-Sound 54
"Trolleys of Pittsburgh" 1hr.Color-Background Music 55
"Trolleys of Boston" 1 hr.Color-Background Music 65
"Trolleys of Pennsylvania" 1 hr Color-B&W- Music 43
"Philadelphia Trans. Co. 1930-68" 1 hr.B&W-Color-music 87
"Traction Action" Features trackside action of over 30 U.S. trolley lines, 1930 to1950. 1 hr Color-B&W-Music 47

VINTAGE TRACKSIDE ACTION

"P.R.R. Power" 2
"P.R.R. Power Volume 2" 34
"P.R.R. Power Volume 3" 64
"P.R.R.Power Volume 4" 90
"P.R.R.GG-1 Volume 2" 26
"A Look Back In Time" P.R.R., Reading & P.R.S.L. 29
"The End of an Era" Vintage Erie, LV, CNJ, Reading, Lackawanna, D&H, & Rahway Valley operating in northern N.J. in the 1940s & 1950s. 1 hr. B&W-Sound 1
"Memories of th Baltimore & Ohio" 42

CLASSIC RAILROAD ARCHIVES

EACH TAPE IN THIS SERIES CONTAINS THREE (SOME HAVE FOUR) EXCITING CLASSIC RAILROAD MOVIES.

N.Y.Central-Reading Co. Vintage Movies
"Within The Oval" , "The Steam Engine" , "Safety At The Crossroads" Color-B&W-Sound-1 Hour 8

P.R.R. Vintage Movies
"What In Blazes" , "Clear Track Ahead" , "GG-1 Head-End Highlights" Color-B&W-Sound-1 Hour 28

Classic Railroad Archives Volume 1
"Progress On The Rails" , "Fast Freight" , "Coast To Coast In 48 Hours" Color-B&W-Sound- 1 Hour 33

Classic Railroad Archives Volume 2 **"Something For Everyone" , "Big Trains Rolling" ,"225,000 Mile Proving Ground"** Color-Sound-1 Hr. 33-B

Classic Railroad Archives Volume 3 **"Thundering Rails" , "Operation Reading" , "Flight Of The Century"** Black & White-Sound 1 Hr. 33-C

Classic Railroad Archives Volume 4 **"Big Trains Rolling (1946)" , "End Of An Era" , "Icabod, the Man Without A Head"** Color-Sound-1 Hr. 33-D

Classic Railroad Archives Volume 5 **"On The Track", "Milestones Of Progress" , "Tomorrow's Railroads", "Easy Does it"** Color-B&W-Sound- 1 Hour 33-E

Classic Railroad Archives Volume 6 **"The Nickel Plate Story" , "Main Line U.S.A." , "The Big Train"** Color-Sound- 1 Hour 33-F

Classic Railroad Archives Volume 7 **"Railroads And National Defense" , "New York Calling", "Rails, Wheels & Axels" , "Tomorrows Railroads"** Color-B&W-Sound- 1 Hour 33-G

"American Flyer Boys Railroad Club" Vintage model R.R. and real R.R. footage. B&W-Sound 1 hr.20 min 88

HOLLYWOOD'S RAILROAD TREASURES

FULL LENGTH HOLLYWOOD PRODUCED BLACK AND WHITE FEATURE MOVIES

The Broadway Limited 1941 B&W-Sound-70 Min 56
Paradise Express 1936 B&W-Sound-54 Min 57
Phantom Express 1932 B&W-Sound-55 Min 69
Danger Lights 1930 B&W-Sound-1 Hr 70
Westbound Limited 1937 B&W-Sound-67 Min 71
The Silver Streak 1934 B&W-Sound 73 Min 78
Night Freight 1954 B&W-Sound 80 Min 79
Streamline Express 1935 B&W-Sound-70 Min 80
Union Depot 1931 B&W-Sound-70 Min 83
Lost Express 1926 B&W-Silent -50 Min 84

TRAIN WATCHERS DIARY SERIES

NON-STOP TRACKSIDE ACTION

EACH TAPE APPROX. 1 HOUR - COLOR & SOUND

Tape No.

Volume 1 - , R.F.& P., Conrail, CSX, N.Y.S.& W., Amtrak, N.J. Transit, Blue Mountain & Reading, Reading Co., C.N.J.,Metro-North, Albany Cent., Valley Railroad 301
Volume 2 - N.J. Transit Commuter Trains on Conrail's "Southern Tier" Between Port Jarvis & Suffern, NY 302
Volume 3 - Non-stop Conrail freight action on the Middle Division between Lilly and Enola, PA 303
Volume 4 - Non-stop Union Pacific freight action at many locations throughout Wyoming 304
Volume 5 - Union Pacific "Challanger 3985" and diesel freight action at locations in Utah and Wyoming 305
Volume 6 - More Union Pacific "Challanger 3985" and D&RGW, SP & UP freight action in Utah & Wyoming 306
Volume 7 - N&W "J" 611 during the Roanoke R.R. Expo Oct.10 & 11, 1992 plus NS freights in VA & WV 307
Volume 8 - Conrail freights and Amtrak Passenger trains in the Syracuse, NY area 308
Volume 9 - Conrail freights and Amtrak (inc. Turbo-Train) in New York's Mohawk Valley area 309
Volume 10 - Santa Fe freights and Amtrak passenger trains at many scenic locations in Arizona 310
Volume 11 - Santa Fe, Union Pacific and Amtrak trains at many scenic locations in California's Mojave Desert area 311
Volume 12 - Long Island Railroad diesel and electric commuter trains at many locations on Long Island, NY 312
Volume 13 - CSX freights and Amtrak passenger trains at many locations from Virginia to Florida 313
Volume 14 - CSX action at Cumberland, MD and Glencoe, PA 314
Volume 15 - BN, Soo Line, CNW, NS, Amtrak & ICG in Illinois and Wisconsin 315

NEW RELEASES

L.I.R.R. "Head-End" Greenport to Ronkomkoma,NY in a GP-38-2. Color-Sound -1 hr.15 min 102
L.I.R.R. "Head-End" Ronkonkoma to Jamaica, NY in a GP-38-2. Color-Sound - 1 hr.10 min 103
L.I.R.R. "Head-End" Jamaica to Speonk (via the main line) in a GP-38-2. Color-Sound - 1 hr. 20 min 104
L.I.R.R. "Head-End" Speonk to Montauk in a GP-38-2 Color-Sound - 1 hour 105
L.I.R.R. HOT SPOTS All trackside action at many locations Passenger & freight. Color-Sound - 1 hour 101
L.I.R.R. 160th Anniversary Special "Head-End" highlights plus trackside. Color-Sound -1 hour 99
RAILROADING IN NEBRASKA U.P.,B.N. & C.N.W. run-by action around N.Platte. Color-Sound - 1 hour 96
ALASKA RAILROAD "HEAD-END" Ankorage to Wasilla in a GP-38-2. Color-Sound - 1 hr. 30 min 95-1
MORRISTOWN & ERIE "HEAD-END" Meadows yard to Dover, N.J. Via the Boonton Line in an Alco C-430. Color- Sound - 1 hr. 30 min 94
WHIPPANY RAIL FESTIVAL 94 Two steam powered trains, an RDC Budd Car, Amtrak, N.J. Transit, Conrail equip. and much more. Color-Sound - 1 hour 97
THRESHERMENS REUNION Antique steam, diesel & gas powered tractors, steam powered saw mill, old stationary engines & more. color-Sound - 1 hour 98
THE RAILROAD MEN - Silent Hollywood movie B & W - 51 min 100

ALL TAPES ARE PRICED

$21.95 EACH

NO SHIPPING OR HANDLING CHARGES

FOR U.P.S. AND 1st CLASS POSTAL SERVICE.

(NEXT DAY , 2nd DAY AIR SERVICE & C.O.D EXTRA)

SEND A STAMPED SELF ADDRESSED ENVELOPE FOR A COPY OF OUR LATEST CATALOG LISTING OVER 200 RAILROAD AND TRACTION VIDEOS.

PENNSYLVANIA RESIDENTS PLEASE ADD 6% PA SALES TAX (7% PHILADELPHIA)

VISA, MASTER CARD & DISCOVERY CARDS ACCEPTED

CARITAS

"CARITAS CHRONICLES"
-MEXICAN FIESTA '95-

Tackle the sustained 3% grade of the Devil's Spine, "Espinazo Del Diablo". Loop up the mountain out of Durango. These and other masterpieces of engineering await your discovery as we take you through 3,000 miles in Northern Mexico. Many lines have never been seen on video before.

Watch telegraphers at work preparing train orders, and many other facets of railroad operations one might not expect to see in 1995. Ride atop a caboose. Expect the unexpected as our special probes remote branch lines. Don't miss out on this unique opportunity to explore a land so near, and yet so far!

THREE HOURS - two video tapes in a deluxe case. $52 Postpaid.

TO ORDER:

Send check or M.O. (no credit cards) for $52 ($49 + $3 shipping) to: REVELATION VIDEO, P.O. BOX 129, Tallmadge, Ohio 44278. Free catalog with order, or $1 for catalog only. We offer 50 other titles, plus audio and book selections.

between Omaha and St. Louis for the Omaha Camerail Club and a 1994 Denver to Pueblo fantrip over the Joint Line (the tape reports that this was the first UP passenger train over this trackage since a 1949 detour during a blizzard). The show opens with a black-and-white television commercial from the "nifty '50s" for UP streamlined passenger service, followed by a pair of similar era run-bys on Sherman Hill with vintage E9s and passenger trains. The 1994 fantrip footage includes shots from a variety of lineside angles interspersed with on-train views. The video quality is professional, the editing is well-paced and the narration is intelligent and complete (by UP steam team engineer Bob Krieger). The tape runs 30 minutes (VHS only) and sells for $20.00 plus $3.95 shipping from UP Steam, 201 East 17th Street, Cheyenne, WY 82001 (VISA or MasterCard accepted).

The UP steam program has a free four-page catalogue showing a variety of gifts from the fantrips, including two other videos. Titled **"UP 3985"** and **"UP 844,"** they are exclusive productions that present the title locomotives from restoration to operation. Both are of very good quality, and they run 30 minutes and sell for $20.00 each, plus shipping. The catalog also contains T-shirts and hats and coffee mugs and lapel pins — most with designs not available elsewhere — at reasonable prices. The catalog is available for an SSAE.

Feature Reviews

"Conrail Hot Spots East," produced by Pentrex, P.O. Box 94911, Pasadena, CA 91109; 800/950-9333 or 818/793-3400, VHS only, VISA, MasterCard, Discover or American Express accepted, 120 minutes, $39.95 plus $4.00 shipping (Calif. res. add 8.25% sales tax).

"Conrail Hot Spots East" is a comfortably paced video program which illustrates 16 locations on the eastern portion of Conrail. The locations were selected on the basis of being easy to find with nearby public property to shoot from, and by having a concentrated number of trains guaranteed to roll by in a short period. The two hour tape features stereo sound, and all trains are identified by their symbols. Keep in mind, though, that since many of the hot spots are junctions, the track speeds are often slow. A note to those who will believe they caught the narrator errantly referring to TV symbols as SV's; during the period this video was shot Big Blue had re-designated their trailer trains to the old New York Central symbol prefix SV for Super Van. Those symbols are currently back to TV for trailer vans.

This program will likely have a very strong appeal to young railfans, and especially young Easterners looking to expand their horizons to new locations. Additionally, I believe many veteran Conrail-fans may find this tape to be most enjoyable. I'm not one of Conrail's biggest fans, but, in my opinion, Conrail never looked as good as it does on this tape. Many times the Pentrex video crews caught clean-unit consists and trains passing in opposite directions as if on cue. Most importantly (some videographers may disagree), much of the tape is shot in sunshine under bright blue skies. A notable exception is the visit to Binghamton, N.Y., referred to locally as "The Land of Liquid Sunshine," where the usual presence of hazy clouds is considered a good weather day. The overall tape is so snazzy that Conrail itself could pass it off as a promotional tape.

Good coverage of motive power is the rule. Many trains are powered by the new EMD WhisperCab SD60s, and the recent offerings from GE including the class LMS-lettered Dash-8 No.700. The original Conrail paint scheme as well as the "Quality" livery are often present, with several run-through units seen on occasion, including those of Union Pacific and Norfolk Southern, with a surprise CN-led train at Selkirk. This tape really gives you a feel as to what the railroad does overall. Many of the same trains on different days are seen at multiple locations in their normal journeys across the system.

The specific "Hot Spots" locations include the Horseshoe Curve near Altoona, Pa.; Bear Mountain along the Hudson River; State Line Tunnel on the Boston Line in Massachusetts, and the railfan hangouts at CP Five in New Jersey and CP Burn in Allentown, Pa., plus eleven other hot spots.

The main emphasis of this tape is to point out these "Hot Spots" to the viewer, and each location is highlighted on a rather simple map that appears before each segment. Also, the informative narration includes a reference to a highway or geographical landmark that will make it easy to find the place.

Pentrex contacted local fans at each location, and with these fans acting as a personal tour guide, general highlights and train frequencies and tendencies are discussed. Often at many of the locations, the local railfan accumulations are shown. This format works nicely, as it never drags on with too similar shots. In fact, at Belt Line Junction (Reading, Pa.) the video crew has to leave after multiple movements to head to other hot spots with more trains yet to run. This program is intended to feature the locations and railfans, and it really does this well. The narration provides timely information without going overboard on detail. A nice touch is thanking the tour guides on the video for sharing their knowledge. A few guides make cameo appearances during the show.

This show contains Pentrex usual competent and professional style of videography. The images are sharp, the sound is excellent, and the subjects are enjoyable for railfans of all ages. Conrail really looks like a prosperous railroad in this program, and even the most critical (I put myself in this lot) fans will come away with an appreciation for the employees and the railfans of Conrail — FRANK ETZEL.

Rail Plaque

RAILROAD HERALDS
As Reviewed in Sept '84 Railfan
Colorfully reproduced in polyurethane plastic from handcrafted wood carvings.
Over 30 to choose from, large 17"x14" format. **$18.95 to $21.95** ea. plus $3/order shipping
Rail Plaque
1022 Wesley , Oak Park IL 60304
SEND FOR FREE BRUCHURE

GREAT NORTHERN RAILWAY
CHICAGO NORTH WESTERN SYSTEM
MISSOURI PACIFIC LINES

RAILROADERS OF AMERICA

A GIFT FOR YOU! Any two books from our available collection goes with your first membership, plus this years Vol. XIII of *"The Next Station Will Be..."*, 96 calendar and 4 Train Sheets. Send #10 SASE to 130 W. Hobart Gap Road, Livingston, NJ 07039.
Vol. XIII "Next Station Will Be . . ." $20 pp
NJ Residents add 6% Sales Tax

RAILS 'N' SHAFTS

P.O. Box 300, Laurys Station, PA 18059
(610) 261-0133 Fax (610) 262-7962

Specializing in Books and Videos on Transportation and Industrial Subjects

BOOKS

All Aboard Amtrak, *Schaeffer* $39.95
American Railroad Freight Car, *White* . $99.95
Appalachian Coal Mines & RR, *Dixon* . . $12.95
Argent Lumber: Swamp Rat, *Ferrell* . . . $31.95
ACL: Diesel Years, *Calloway* $39.95
Basic Steam Locomotive Maintenance . $26.49
B&O E Units, *Nuckles, Dixon* $12.95
B&O (New York to Cumberland) Vol 1, *Salamon, Oroszi, Ori* $35.49
B&O (Cumberland to Chicago) Vol 2, *Salamon, Oroszi, Ori* $35.49
B&O East End: Neck of the Bottle, *Hollis, Roberts* $39.95
B&O Great Photos, *Roberts* $31.95
B&O Sand Patch, *Roberts* $39.95
B&LE in Color, *Lorenzo, Clark* $38.95
BN Annual 1980-1991, *DelGrosso* $36.95
Burlington Color V1, *Holck* $39.95
By Streamliner: NY to Florida, *Welsh* . $31.95
CP Rail Annual 1993, *Zuters* $29.95
Chessie: The Railroad Kitten, *Dixon* . . $9.95
CB&Q Color Guide, *Spoor* $37.95
CB&Q in Color (Vol 1), *Spoor* $38.95

Seaboard Coast Line by Douglas Nuckles
An illustated look at the motive power and trains of SCL $15.95

Dixie Line by George Castner
Pictorial history of NC&StL $21.75

Next Station V13
Pictorial of Erie RR stations on branches between Rochester, NY, and Marion, OH. $15.95

WM in Color
All color pictorial of post war to 1960s WM $ 35.95

Classic Freight Cars
Vol 2: Tank Cars,*Henderson* $19.25
Vol 3: Reefers. *Henderson* $19.25
Vol 4: Hoppers, *Henderson* $19.25
Vol 5: NE MOW, *Henderson* $19.95
Vol 6: Gons & Flats, *Henderson* . . . $19.95
Vol 7: More 40 Foot Box Cars $19.95
Conrail Commodities, *Taylor* $39.95
Conrail Motive Power Review (1986-1991), *Withers* $38.49
Delaware & Hudson in Color (Vol 1), *Sweetland* $33.95
Delaware & Hudson in Color (Vol 2), *Plant* $37.95
Diesel Builders V3: Baldwin, *Kirkland* . . $47.95
Diesels on CSXT and Predecessors, *Nuckles, Dixon* $15.95
Erie in Color, *Sweetland* $35.95
Erie Railroad Story, *Carleton* $31.95
Erie Lackawanna: Death of RR, *Grant* . . $39.95
Erie-Lackawanna in Color:
Vol 1: The West End, *DeYoung* . . . $35.95
Vol 2: New York State, *DeYoung* . . $35.95
Vol 3: the East End, *DeYoung* . . . $38.95
GN Color Guide, *Hickcox* $37.95
GN Color Pictorial (Vol 1), *Shine* . . . $39.95
GN Color Pictorial (Vol 2), *Shine* . . . $39.95
GN Equipment Pict (V1) Box/Stock Cars $39.95
GN Pictorial (Vol 3), *Strauss* $39.95
GN Pictorial (Vol 4), *Strauss* $39.95
Great Road, *Dilts* $47.95
Green Mountain Rails, *Jones* $51.95
IC: Monday Mornin Rails, *Boyd* $39.95
Impossible Challenge, *Harwood* $49.95
Interstate Railroad, *Wolfe* $33.59
Heartland, *McDonald* $39.95
JC/LV Color Guide, *Bossler* $37.95
Jersey Central in Color, *Brennan* $33.95
Jersey Central in Color V2, *Brennan* . . $37.95
Jersey Central Story, *Carleton* $30.49
Lackawanna in Color, *Sweetland* $35.95
Lake Shore & Michigan Southern, *McLellan, Warrick* $31.95
Lehigh & New England: Color Retrospect, *Lilly* $37.95
Lehigh Valley RR, *Archer* $35.95
Lehigh Valley: New York Division *Bednar* $41.95
Light Rail Annual 1994 . . . . . $ 7.99
Memories N&W Power, *Carleton* $27.95
The Milwaukee Road, *Hyde* $51.95

SUMMER STORE HOURS

Sat June 17	10 - 4
Sat July 8	10 - 4
Sat August 5	10 - 4
Sat September 2	10 - 4

or by appointment

Complete selection of in-print books and videos. Extensive selection of out-of-print books, timetables, reports, et.
Directions: 1\2 mile west of Route 145 at Hi-Way Restaurant on Rising Sun Road in Laurys Station.

Milwaukee Road Steam, *Tigges* $45.59
MKT in Color, *George* $37.95
MoPac in Color, *Collias* $39.95
MoPac Diesels, *EuDaly* $47.95
New Haven RR: Final Decades, *Hartley* $39.95
NYC Color Guide $37.95
NYC Color Photography of Ed Nowak
(Vol 1), *Nowak* $33.95
(Vol 2 or 3),*Nowak* $37.95
NYC Steam (Vol 1) $38.95
NYO&W Diesels, *Mohowski* $23.95
NKP Story, Rehor $59.95
N&W/VGN Color, *Reid* $27.25
Norfolk Southern Motive Power 1982-1994, *Withers* $31.95
(softbound) $23.95
Northern NE Cars $37.95
Northern Pacific V1 Color, *Shine* $39.95
Pennsy Diesel Years (V 1,2,3,4), *Yanosey* $34.95
Pennsy Diesel Years (V 5), *Yanosey* . . . $37.95
Pennsy Steam: 2nd Look, *Carleton* . . . $30.49
Pennsy Steam A to T, *Carleton* $29.95
Pennsy Steam Years (Vol 1), *Sweetland* . $34.95
PRR: Hudson to Horseshoe,*Volkmer* . . $38.95
Pennsylvania Railroad: the 40s and 50s, *Ball* $39.95
Pennsylvania Railroad: Elmira Branch *Caloroso* $23.95
Piggybacks and Containers, *DeBoer* . . $38.49
Public Service of New Jersey, *Hamm* . . $43.49
Railroad Atlas:
Vol 1: Northeast USA $17.60
Vol 2: California/Nevada $17.60
Vol 3: Colorado/Utah $17.60
Railroads of Vermont, Jones:
V1 . . . . . $39.95
V2 . . . . . $39.95
Pictorial Album $47.95
Rail Transit Phila: PTC Years, *Vible, Elsner* $26.49

DISCOVER VISA MasterCard

Telephone Orders Accepted

CompuServe 73162,1034
Prodigy TJVK81A

TO ORDER: For postage and handling, please add to the order total, $2.50 for one, $3.50 for two, and $4.50 for three or more books and/or videos. For foreign orders, please add $3.50 for the first and $2.50 for each additional book or video for postage, and remit in US $. Pennsylvania residents, please add 6% sales tax. Avoid delays in order shipment and recheck addition and add correct postage. Incorrect orders will be returned. Prices subject to change without notice. **Rush delivery, please ask.** Make checks and money orders payable to RAILS 'N' SHAFTS. Catalog sent with all orders, or send SASE. Sale ends last day of magazine cover month. **Your satisfaction is guaranteed.**

VIDEOS

Reading Color Guide, *Bossler* $37.95
Reading Diesels (Vol 1): First Generation, *Woodland* $43.95
Reading Railroad: History of a Coal Age Empire (Vol 2) 20th Century, *Holton* $54.95
Red Electrics, *Dill, Grande* $31.95
RF&P: Capital Cities Route, Griffin . . . $23.95
RF&P: Linking North and South, *Kaplan, Mellander* $33.59
Rio Grande: Scenic Line, *Sanders* $47.95
Rio Grande Southern Story:
Vol 1: Over the Bridges Ridgway to Telluride, *Collman* $51.95
Vol 2: Telluride, Pandora and the Mines Above, *Collman* $51.95
Vol 3: Vance Jct to Ophir, *Collman* . $51.95
Vol 4: Ophir Loop to Rico, *Collman* . $51.95
Rock Island Color Pictorial (V1), *Mare* . $39.95
Rock Ishnd in Color (V1), *Staner* $38.95
Rock Island in Color (V2), *Marvel* $38.95
Santa Fe in Color (V 1,2,3,4), *Stagner* . . $37.95
Santa Fe 1993-94 Annual, *EuDaly* $29.95

Virginian Rails by Kurt Reisweber
All color look at Virginian from 1950s to today's NS operations $38.49

Cabooses of B&O by Robert Hubler
Study of B&O cabooses $39.49

Pullman Standard Color Guide to Freight Equipment
All-color pictorial of PS 1960s freight car output $36.49

Reflections of a Trolley Dodger by Stan Fischler
Life growing up in Brooklyn, NY, in the 1930s and 40s. Much trolley coverage. $19.95

Southern in Color (Vol 1), *Cheney, Sweetland* $37.95
Southern Pacific in Oregon Pictorial, *Austin, Dill* $39.95
Southern Pacific in Color, *Sweetland* . . $37.95
Tehachapi, *Schmollinger* $35.95
Train Watcher's Guide to North American Railroads, *Drury* $11.95
Twilight on Monongahela, *Stegmaier* . . . $26.49
Two Feet to the Lakes, *Jones* $39.95
U Boats, *McDonnell* $39.95
Union Pacific Color Guide to Freight and Passenger Equipment $37.95
UP Official Color Photography (Vol 1) . . $37.95
Warbonnets, *Pope, Lynn* $39.95
Western Maryland: Fireballs & Black Diamonds,*Cook, Zimmermann* . . . $39.95

CD ROM

RR on CD-ROM (V1): Southeast US . . . $39.95

AUDIO CD'S

From Safety Valves to Ribbon Rails . . . $13.49
Riding in an Open Vestibule $13.49

VIDEOS

Amtrak's Auto Trains (Pent) $22.49
Atlanta Steam Celebration (Pent) $22.49
Chicago Odyssey (Vol 2) (Frog) $64.95
Colorado Steam Mecca (Frog) $15.95
Conrail Hot Spots East (Pentrex) $29.95
CSX: Southern WV Coal (Pentrex) . . . $29.95
Eastern Kentucky Coal (Pentrex) $29.95
Fifties Express (WB) $31.95
Forties Memories (WB) $19.95
Into Alleghenies (V1, 3) (Pentrex) $31.95
Into Alleghenies (V2) (Pentrex) $15.95
Last of the Giants (Pentrex) $14.95
Last of the Giant (Vol 2) (Pentrex) $29.95
Last of the Giant (Vol 3) (Pentrex) $29.95
LV: Penobscot Mountain (RailTape) . . . $27.95
Milwaukee's Mighty Electrics (WB) . . . $31.95
Pacific NW Kalideoscope (Frog) $32.95
Rails Along the Lehigh (RailTape) $31.95
Reading Sampler (RailTape) $31.95
Tehachapi (Pentrex) $22.49
West Side (Pentrex) $29.95

ID BREAKTHROUGH FIRST MAJOR RENTAL FLEETS and LATEST 1994 LOCOMOTIVE ROSTERS
• AT&SF, • BN, • C&NW, • CONRAIL, • CN, • CP, • CSX, • NS, • SP, • UP
NOW AVAILABLE
$19.95
+ $2 First Class Mail
DPA-LTA ENTERPRISES, INC
DEPT. RR, PO BOX 3000
CHAMPLAIN, NY 12919-3000

MAPS-USGS TOPOS
ATLASES-For Railfans
MAP PACKAGES AVAILABLE
FOR ALL RAILROADS
TELL US YOUR SPECIALTY
AND WE WILL SEND LIST
R S ENTERPRISES OF NJ, INC.
PO BOX 1691
WEST CALDWELL, NJ 07007

GOLDEN SPIKE ENTERPRISES INC.
★★★★ Railroad Memorabilia ★★★★
One of the nation's leading dealers in railroad memorabilia offers railroad dining car items, lanterns, and other railroadiana from the glory days of railroading.
Send $2, and large SASE for listing, refundable with purchase
Golden Spike Enterprises Inc. P.O. Box 422
Williamsville, NY 14221 (716)689-9074

WHAT DO YOU GET...
NATIONAL RAILWAY HISTORICAL SOCIETY
...in the world's largest and best-known rail preservation society?
• Bimonthly historical magazine
• Annual NRHS Convention
• Over 160 Chapters in the USA, Canada and Great Britain
• The satisfaction of keeping our railroad heritage alive
SEND $15 for membership ($7.50 in June, July & August; outside USA add $4) or ask for more information.
NRHS
P.O. Box 58153-D
Philadelphia, PA 19102
Phone: 215-557-6606 Fax: 215-557-6740

Camera Bag

BY JIM BOYD

Organizing Your Photography

GUEST COLUMNIST: ERNEST H. ROBL

The shoe boxes are bulging, and there's no more space under the bed. No, they're not filled with shoes, but with the fruits of your photographic labors — your visits to Donner, Tehachapi, Sand Patch and other rail Meccas.

The problem is that it's hard to remember which box contains the prints of Marias Pass and which one the negatives from your last trip behind 611, or you can't recall what you were thinking when you wrote those cryptic notes on the yellow slide boxes inside the bigger shoe boxes, inside the even bigger closet. Soon comes that vague feeling that these items being stored isn't doing much to preserve your memories.

As someone who's spent two decades dealing with issues related to organizing information — and, that's what photographs basically are — I won't pretend that there aren't complex issues to be considered. I found enough to say on the subject to do an introductory book on picture librarianship (*Organizing Your Photographs*, Amphoto, 1986 — now out of print, but available from many larger libraries). I could just as easily have filled several volumes.

But, as with many complex issues, picture librarianship has at its core a few fundamental principles that anyone can understand. This is a quick look at the eight most important basic ideas in the hope that they will help you deal with your own collection.

So, what are some of these truths that I've discovered along the way? Here are ten key points to build on:

(1) While the best possible storage for images can be quite expensive — I've seen the custom-built cold-storage vault of the *Time-Life* picture collection — reasonably good storage (several orders of magnitude better than shoe boxes) isn't all that costly. And, there are lots of options, some of which I'll get to in a moment.

(2) Another one of the things I've learned from visiting several picture collections is that there is no one perfect way of organizing photographic materials. Not only is there no one perfect method of storage, but there isn't even one perfect way of arranging material within that storage method.

(3) Regardless of what others may have told you, you don't have to have a computer to organize your photo collection. In some situations, particularly if you are operating a business, a computer is very helpful. Beware, however, of overly complex systems which require massive efforts at data entry — and of systems which are too limited to provide adequate access to a large collection. (Your collection will continue to grow; what will you do when the starter software you bought runs out of capacity? In some cases, the initial package may store its data in a format not readily convertible to the needs of a future more sophisticated package — at least not without re-keying.)

Remember, though, that a clever person can do more with a simple computer and a simple program than a dumb person with the fastest computer in the world.

(4) There's one concept so fundamental in all of this, and if you can grasp it, you will then understand most of the other aspects of picture librarianship. That concept is that every original image, or item, has to have both a "home location" and a method of getting it back to that home location. (By "original image" I mean negatives and transparencies; prints made from either are second generation items. Preserving first generation material should be first priority.)

(5) To be able to get back to that home location, the immediate container of the original needs to have that home location on it. (For slides, the "immediate container" is

Larason Hat Co.
Packable Brush Cotton Twill, with rawhide leather chin cord.
Color: tan. Sizes S, M, L, XL.
$28.00 + SH - Free Brochure
Visa, MC Accepted

Call 1-800-634-9445

FREE VIDEO CATALOG
DIESELS - LOCOS - TROLLEYS
DISCOUNT PRICES - FREE SHIPPING
- Over 600 Titles -
ADVANCED VIDEOS
BOX 588R, KENSINGTON, MD 20895

THE SHORT LINE
The Best Source of Shortline Railroad News and Information
Now in our 22nd Year –
New Shortlines
New Prospects, Maps, Rosters
RR Histories, Location Reports
Subscription – 6 issues $21.00 by 2nd Class Mail
Sample Copy – $2.50
The Short Line
P.O. Box 607-R
Pleasant Garden, NC 27313
The Journal of Shortline and Industrial Railroads

IF YOU COLLECT HARDWARE... YOU NEED KEY, LOCK & LANTERN!
KEY, LOCK AND LANTERN
Published Quarterly: $21.00 A Year
$3.00 Brings Sample Issue. Send to:
KEY, LOCK & LANTERN - Phil Coffey
185 Mallard Dr., Rochester, NY 14622
Membership Application - Write: KEY, LOCK & LANTERN - Sandra Shaw Van Hoorebeke,
3 Berkley Heights Park, Bloomfield, NJ 07003

RAILROADIANA
Nestle's Railroadiana Since 1959
Free listings for most major railroads, trolley listings, back issues of rail magazines, maps, guides, technical data, books, etc. Please be specific. We specialize in diversity. Listings for SSAE with request you return same. Fair prices paid for rail material.
NESTLE'S RAILROADIANA
BOX 105, GREENWICH, NY 12834

the slide mount; for negatives, this is the envelope, sleeve or storage page.)

What am I talking about when I say "home location?" With slides this can be a number — like 91-0001 — stamped or written on the mount; for negatives, this should be a film number on the appropriate sleeve or page. In the latter case, the film number, together with the frame number imprinted on the film, gives you a unique identification for every frame.

You need a unique identification for your filing system to work. (For instance, if you write the film and frame number on the backs of prints — something like 95-0001/21 — then there can be no question on where to find the negative.

(6) The simplest filing arrangement is chronological. Subject arrangements are, at best, complex, and more often a nightmare. (Do you file photos of BN pushers at Essex, Mont., under Burlington Northern, Essex or Marias Pass?" Remember, an original image can be filed in only one location. There are rules and standards in the library field for dealing with these situations, but, again, this can get very complicated.)

On the other hand, you can almost always remember, at least approximately, when a particular image was made. If, over time, keeping track of dates gets to be difficult, either a written or computerized diary can aid in recalling dates. A simple log giving an overview of what's on each film, or within each group of slides, will help greatly and reduce the number images you actually have to look at to find the one you want.

(7) The more "organizing" you do immediately after a photograph is made, the easier your work will be — and the less time it will take later. (Remember, the logbook I mentioned earlier?)

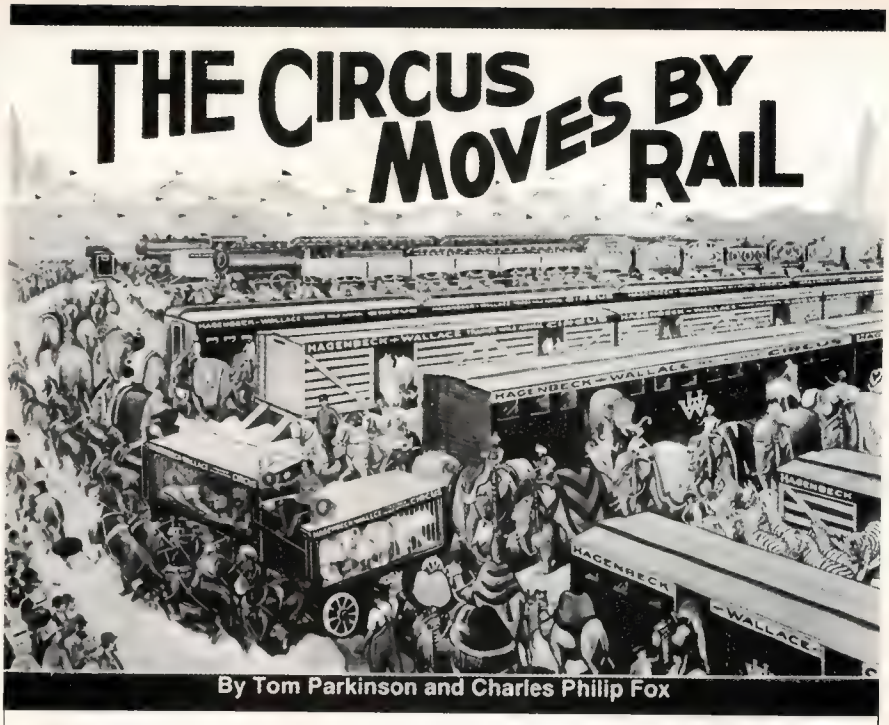
Sleeve your negatives as soon as you process them or get them back from the processor. Number your slides as soon as you get them back. (You may want to wait, to receive all of the photos from a trip or shoot, so that you can edit the items into a logical sequence before numbering them.)

Why do this so quickly? That's when all the other relevant information is still easily available or fresh in your mind. It's also when you are still most enthusiastic about working with these particular images.

(8) For the above reason, when you finally make the decision to plunge into an organizing project, work from the present forward first before going back to earlier material. Take care of your newest material as it's produced; then gradually get to the old stuff. A by product of that approach will be that you'll see results of your organizing efforts much quicker.

(9) So, if someone asks me for a recommendation for a simple storage approach, what do I suggest? For slides, I suggest group filing in drawers specifically designed for this purpose. These groups are easy to move to a stack loading viewer or adapter on a projector for quick review. Be sure to include guidecards which identify the beginning of a particular group of slides.

For negatives, the most versatile solution consists of transparent pages in a ring binder (or adapted with hanger bars in a suspension type file). Why pages rather than individual sleeves? First, you can review a larger number of images at a time (a page will hold a full 35mm or 120 format roll of film), and you can mix formats in the



By Tom Parkinson and Charles Philip Fox

THE CIRCUS MOVES BY RAIL

by Chappie Fox & Tom Parkinson

DELUXE HARDBOUND EDITION, ISBN 911868-85-2, $54.95

PAPER BOUND EDITION, ISBN 911868-84-4, $39.95

400 pgs, profusely illustrated, heavy coated paper. Shipping now.

Giant 400 Page Volume, chock full of rare photos, illustrations, documents covering the railroad circus from its infancy through today. Features virtually every type of circus car from the beginning of the railroad circus to the modern tunnel cars of today. Learn who pioneered circus travel by rail, evolution of circus rail cars, problems with routing, costs. Includes the great Ringling Bros., Barnum & Bailey Show, Hagenbeck-Wallace, Clyde Beatty, Wild West, Cole Bros., Robbins Bros., Al G. Barnes-Sells Floto, Walter L. Main, Sparks and many more.

ORDER NOW FOR IMMEDIATE SHIPMENT

CARSTENS PUBLICATIONS, INC. dept. 1 L 140
PO Box 700
Newton, NJ 07860-0700

❒ I enclose US$ . . . . . in check or or money order. Please ship me . . . . the Circus Moves By Rail ❒ Hard Cover $54.95 each, ❒ Soft Cover $39.95 each.

❒ Please charge my: ❒ MasterCard, ❒ Visa, ❒ American Express, ❒ Optima

Card No. . . . . Exp. Date . . . . . .

Signature . . . . . .

NAME . . . . . .

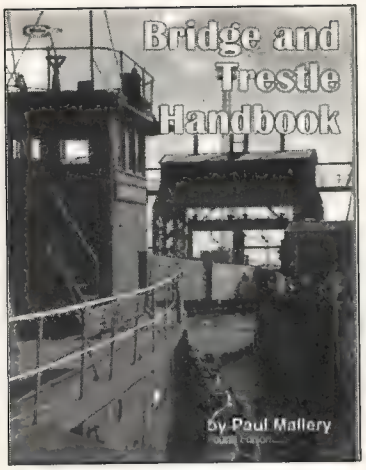
STREET . . . . . .

CITY . . . . . STATE . . . . ZIP . . . . . .

Please print clearly or type. NJ residents must add state sales tax. Canadians please add 7% GST. Add $2.00 shipping per book in USA; 20% for foreign.

CARSTENS BOOKS

BRIDGE & TRESTLE HANDBOOK



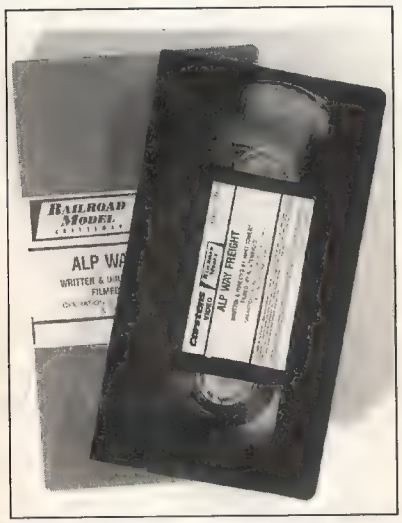
Paul Mallery's new revised 4th edition is packed with everything the railfan and modeler has ever wanted to know about every kind of railroad bridge. Here you will find information on the purpose of bridges and trestles, elementary bridge engineering and the various types of bridges.This book will help the railfan to properly identify real railroad bridges, from float bridges to straining beam truss bridges. Modelers will learn how to avoid bridge building errors, and how to choose the right bridges for their model railroad.

(C00079) $18.95

FRANK HORNBY

The boy who made $1,000,000 with a toy. Reprint of 1915 biography of famed inventor of Hornby and Meccano trains. 141p. Hardcover

(00902) $4.95



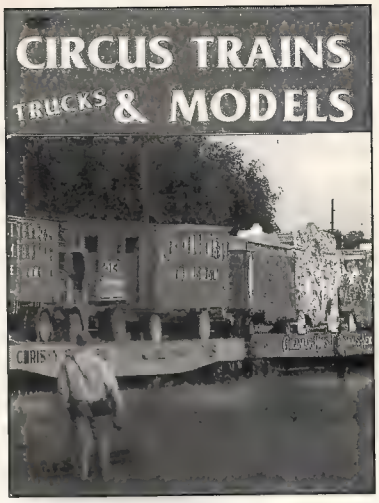
$ SPECIAL PRICE VIDEO OFFER $

ALP WAY FREIGHT VIDEO

Whit Towers and the Alp Operators take a freight train over Whit's HO Alturas & Lone Pine Railroad. Watch as cars are dropped off and picked up at a variety of sidings and industries along the route. Learn how one industry can complement another. Standard VHS format.

Was...~~$29.95~~

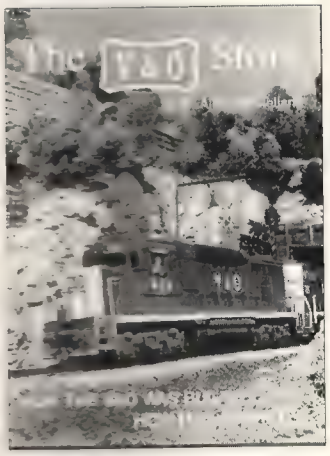
(C00602).....NOW ONLY..$19.95



CIRCUS TRAINS TRUCKS & MODELS

Photo packed book of circus trains and rolling stock. Old and new RBB&B trains. Baraboo Museum. 3 motorized circuses, Color section.

(C00070) $12.95



THE V&O STORY

Allen McClelland tells how he built and operates one of the great HO model railroads; concept, construction, tablework, track scenery, operation, equipment. Many color photos.

(C00047)..... $19.95

Plus these great Carstens books:

INTERURBAN INTERLUDE (NJRT) - History of the ill-fated North Jersey Rapid Transit interurban under the shadow of New York City.**(C00076)$14.95**

CONNECTICUT COMPANY'S STREETCARS - The complete story of the fabulous traction line which once blanketed the Nutmeg State.**(C00083)...$26.95**

THE CIRCUS MOVES BY RAIL - Fox and Parkinson's definitive book on circus trains and equipment.Extensively illustrated.

Paper bound.**(C00084)** **$39.95**

Deluxe Hardbound Edition **(C00085)** **$54.95**

TRACKWORK HANDBOOK - For Model Railroads Everything you need to know about track but were afraid to ask. Laminated cover, 112 pp.

(C00086).....**$13.95**

***CARSTENS* Publications, Inc.**
P.O. Box 700, Newton, NJ 07860

AMERICAN EXPRESS | VISA | OPTIMA | MasterCard

Dept. 2 H 26

Please type or print legibly and be sure to give your UPS mailing address. To keep your magazine intact, photocopy this form or send your order and remittance in a letter. Please be sure to include postage and handling charges, New Jersey residents add 6% sales tax, Canadians add 7% G.S.T. Books can be charged on credit card or paid by check or money order, send no cash please.

CODE	TITLE	QUANTITY	PRICE
	POSTAGE & HANDLING (U.S. $2. Per Book; Foreign $2. per book plus 20%)		
	TOTAL (NJ residents add 6% sales tax, Canadians add 7% G.S.T.)		

NAME

ADDRESS

CITY STATE ZIP

☐ Check ☐ Money Order ☐ American Express ☐ Optima ☐ MasterCard ☐ VISA

CARD NUMBER EXP. DATE

SIGNATURE

same filing system. Pages for 35mm negatives will fit in the same ring binder — or file drawer — with pages for the various 120 formats and even ones for 4×5 and 8×10 negatives or transparencies. (Even if you shoot only one format now, you never know what format you my try later, or what format negatives you may acquire from someone else. And, you don't want to have to start a new filing system for those.)

Be sure you use only pages that don't contain dangerous chemicals, such as polyvinyl chlorides (PVCs) which can attack your film over time. Since you can't do your own testing, you have to trust a reputable dealer (or manufacturer) and purchase materials they designate as archival. Rule of thumb: If the pages don't say archival on the package somewhere, they probably aren't.

Take the time to jot down at least minimal information for each group of images. The six key elements taught in every introductory journalism class are: who, what, where, when, why and how. The who, what, where and when are probably the most important for images.

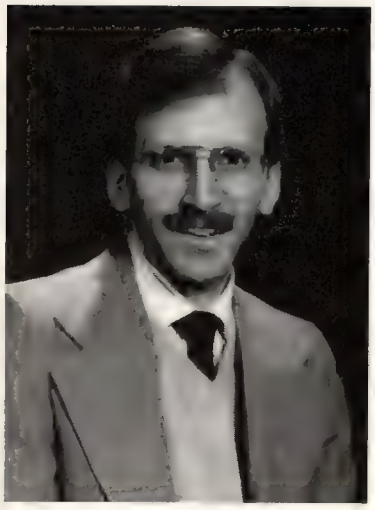
If it hasn't already happened to you, take my word for it, it will: At some point in the future, you will look at one of your photos and wonder, when was this made? And who's that person second from the left?

What's the most important benefit from organizing your collection — other than being able to find specific images?

(10) Organizing your photographs forces you to tackle some specific questions about your photography. In trying to determine how to store and access your images, you also need to consider why you made those photos in the first place and how they will be used, whether they are for publication or simply to preserve family memories.

A little organization can give you not just boxes of pictures, but a collection you can be proud of.

We'd like you to meet...



Steve Jessup

The author who summarized the main line freight and passenger operations in Oregon in this issue tells his own story quite well:

"I grew up in the central coast region of California (Atascadero), and, although I

No. 261 New River Adventure

Watch Milwaukee Road 4-8-4 261 in her most impressive performance since returning to steam in 1993.

- ♥ 4 days of storming through the Fall foliage of West Virginia's New River Gorge
- ♥ Raucous cab ride with running commentary by engineer Rich Melvin
- ♥ Comprehensive vintage footage of 2101, 614, 765 and 1225

No. 261's tall drivers were never meant to pull 31 passenger cars upgrade on a railroad like this. This 56-minute video shows you she did it, and did it in spectacular form.

Write for our FREE catalog

GOODHEART Productions

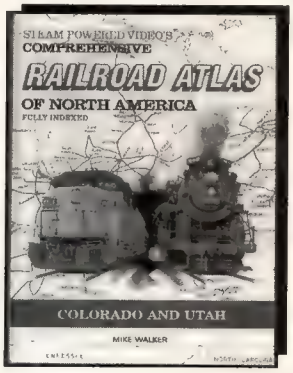
$29.95
plus $3.00 P&H
Illinois residents add 8.75% sales tax.
Canadian orders add $1.00 extra for postage.

Order Phone
1-800-482-1522
MasterCard VISA
Available in fine hobby stores

GOODHEART PRODUCTIONS ♥ P.O. Box 47131-R ♥ Chicago, IL 60647

JUST RELEASED! - THE 3rd VOLUME STEAM POWERED VIDEO'S:

COMPREHENSIVE **RAILROAD ATLAS OF NORTH AMERICA**



VOLUME 3: COLORADO & UTAH
BY MIKE WALKER

- ***Designed to provide a single source of reference to the N. American rail network, past and present***
- ***Meticulously researched and drawn***
- ***Highly detailed - 8 miles to 1 inch - complex areas enlarged to 2 miles to 1 inch***
- ***Beautifully designed - coffee table quality - yet tough enough for "in field use"***
- ***Clearly readable maps - RR identification marks***

00954.....$21.95 +S&H

Carstens PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

AMERICAN EXPRESS VISA OPTIMA MasterCard

P&H in US $2. per book, outside US $2. per book plus 20% for insured shipping. NJ residents add sales tax, Canadians add 7% G.S.T. Please allow 4-6 weeks for delivery. Prices subject to change.

I enclose US$_____ in check or money order.
Please send me a copy of Railroad Atlas of North America.
❒ # 00954 Volume 3; Colorado & Utah ($21.95 + S&H)
And Still Available:
❒ # 00953 Vol. 1; North East, includes Index Suppliment ($21.95 + S&H)
❒ # 00952 Vol. 2; California & Nevada ($21.95 + S&H)
Or please charge the following credit card:
❒ American Ex ❒ Mastercard ❒ VISA ❒ Optima Exp. Date_____
CARD NUMBER _____
SIGNATURE _____
NAME _____
STREET _____
CITY _____ STATE _____ ZIP _____

2H27

Again Available!

Florence & Cripple Creek

by Tivis E. Wilkins,

Colorado Rail Annual No. 13

On July 1, 1894, the first train pulled into Cripple Creek, Colorado, the last of the state's great gold mining boomtowns. A century later, as this historic location is beginning a new economic revival, the short-lived Florence & Cripple Creek Railroad is remembered as one of the most colorful of Colorado's narrow gauge lines. Built up rugged Phantom Canyon, its less than 50 mile route proved a severe test of mountain railroading.

Hardbound, 207 pages, well-researched and detailed text enhanced with over 200 rare illustrations, maps, roster, bibiography and index.

$34.95 (+ $3.25 p&h)

Special Prepublication Price through July 31, 1995

$29.95 & 1896 F&CC timetable reprint (+ $3.25 p&h)

Call us about any book in this magazine. We have the best selection of books and videos with over 1,000 IN STOCK.

Biggest & Best RR Book Catalog **$2.00** (refundable with first purchase) All books listed with brief descriptions.

Support Historic Preservation by purchasing from us! All proits from sales help us to preserve railroad heritage.

Become a Member of the Colorado Railroad Museum
Charge to your credit card!

COLORADO RAILROAD MUSEUM
P.O. Box 10 Golden, Colorado 80402-0010
800-365-6263 303-279-4591 fax 303-279-4229

CIRCLE THE KINGDOM WITH CARSTENS

Sept. 9 thru Sept. 23, 1995

Join Hal Carstens on a first class rail tour of England, Scotland and Wales

Join Hal Carstens, Publisher of RAILFAN & RAILROAD and RAILROAD MODEL CRAFTSMAN on a 1700 mile British Rail tour of the United Kingdom. You'll travel on high speed main lines at speeds of up to 125mph. You'll visit steam preservation railways including the Severn Valley and the Strathspey (the northernmost preservation railway in Scotland), see the National Railway Museum in York, rid the narrow gauge Festiniog and Tallyllyn, and visit the last cable hauled tramway in Britain at Orme.

Our tour starts in London and takes us to York, Pickering, Keighley, Edinburgh, Aviemore, Iverness, Isle of Skye, Fort William, Glasgow, Carlisle Llandudno, Porthmadog, Shresbury, Stratford, other cities, and return to London. While this is a rail tour, you'll also visit old cathedrals, see Roman ruins, view Castle Howard of Brideshead fame, Loch Ness, a boat ride to the Isle of Skye, ride over the 24 arch Ribblehead Viaduct and see Shakespeare's birthplace and even see a play if you wish.

We leave from New York's Kennedy Airport via American Airlines to London (Connecting services from other cities may be arranged) the evening of Sept. 9, returning to New York on Sept. 23. The trip includes gournd transportation (see itinerary), First Class rail travel where available. First Class hotels, daily full breakfasts, 5 lunches, 7 dinners, admission to venues, services of guides, tips and taxis.

Tour cost per person, double occupancy $2,995.00; Per person, single occupancy $3,750.00

(Every effort will be made to accommodate single travelers wishing to share. Trip insurance while optional is recommended and includes health)

Space is limited. For more information or to make a reservation, send a $250.00 deposit per per person to:

WORLD RAIL TRAVEL SPECIALISTS, INC.

PO Box 732 , East Moriches, New York 11940-0732

TOLL FREE: 1-800-821-6233 Phone/Fax 516-878-2260

never really exposed to train operations, I remember a many things that sparked my interest in railroading. I definitely recall playing with a Marx O-scale train set that my brother and I received one Christmas. It had a Union Pacific steam locomotive, and I know I had more fun with it than anyone else in the family. Between 1965 and 1970 we lived in a house about three blocks from Southern Pacific's Coast Line. There wasn't much traffic on the line, but I remember playing in the yard and occasionally looking down the street when I heard a train. Then, when I was in junior high school, a friend invited me over to his house to see his HO scale layout. I didn't spend much time there, and I never went back to his place, but I know I went home with a greater interest in model railroading. Later, I had my eye on an HO train set with Amtrak equipment that I eventually purchased with some birthday money. I enjoyed it for a while, and then my interest faded when our family moved to San Jose in 1975.

"That's where I started getting into airline jets. We lived 10 miles from the airport, but the jets flew right over our house making it very convenient for me to 'plane watch' and log all the arrivals.

"My enthusiasm for airplanes lasted three years. and it fizzled when our family moved again — this time to Tulare in the central valley of California. Two hundred to 300 yards behind our back fence was Santa Fe's Fresno-to-Corcoran branch line. A short local freight ran on the line about three times a week, and that rekindled my interest in railroading. I remember that I was not a happy camper when our view was blocked by a development of new houses that were built behind us.

"During that time (1978 to 1982), I attended college in southern California where I met the father and son team of John and James Doughty who wrote R&R features on BN's Trincera Pass (October 1993) and SP's Tucson Division feature (August 1994), respectively. We had an occasion to talk about railroading one evening, and by the end of the night, I found out that they *really were* 'thoroughly stricken train nuts' (as father John wrote in this section of the October 1993 issue). We must have gone through hundreds of pictures and copies of magazines.

"In the spring of 1981, John took me to see the famed Cajon Pass which would be my first railfan trip. It was quite an experience for me, and, as the old saying goes, the rest is history!

"There are a number of places that I really enjoy: Cajon, Tehachapi, Columbia River gorge, the Blue Mountains, Arizona, Willamette Pass, Stevens Pass, Fraser and Thompson River Canyons and the Canadian Rockies. I hope to spend the time to explore many other locations.

"On the subject of photography, I shoot with a Canon AE-1 Program using a 50mm lens. Occasionally I'll use a 75-200 zoom or 28mm wide angle lens. Kodachrome 64 is in my camera most of the time, and Plus-X (ASA 125) works well for my black and white photography. Since 1982 I've contributed numerous features and photos to a couple of magazines and have had picture credits in two motive power annuals.

"Concerning rail travel, my first train ride was on the SP *Shasta Daylight* from Klamath Falls to Oakland back in the mid-

The Illustrated Encyclopedia of Railroad Lighting
Volume 1, The Railroad Lantern
Written by Richard C. Barrett,
Research by Joseph Gross & Richard C. Barrett
"The Standard Reference of Railroad Lantern Collecting"
400 pages, hard cover, 28 chapters, 600 photos and illustrations, 90 manufacturers, 360 RR lantern models. $59.95 plus $3.00 shipping

RRP also distributes these books of other publishers:
- "Train Wrecks and Disasters" by William Fries - A chronological history of train wrecks on the Buffalo, Rochester & Pittsburgh Railroad, its predecessors, and its successor -the B. & O. Railroad. 155 pages of photos and text. $20.00 plus $2.00 shipping.
- "Railroads of North America" by Joseph Gross - A listing of North American railroads from 1827-1986. Information includes: original name, reporting marks, year of incorporation, mileage, year of name extinction, new name, etc. This hardbound, reference volume sells for $34.95 plus $2.00 shipping.
- "The Trolley and Interurban Directory" by Joseph Gross - A 212 page hardcover book similar in structure to "Railroads of North America" which lists the trolley and interurban lines of the United States and Canada. $30.95 plus $2.00 shipping.

New York State residents must include applicable sales tax on all titles.

RRP Railroad Research Publications
3400 Ridge Road West, Suite 5-266
Rochester, NY 14626

Alan Miller & Vince Porreca *PRESENT:*
RomRAIL™
CLASSIC RAILROAD IMAGES on COMPACT DISCS for DOS WINDOWS/ MAC/PHOTO CD/3DO/CDI

The image quality is equal to the original slides

COVERED WAGON ROUND-UP (Vol.1)-Comprehensive visual history of EMD's classic Diesel. Spans 6 decades, 350 images, amazing variety of F-Units.....**$64.95 (now shipping)**

AMTRAK SILVER ANNIVERSARY- About 250 roster and action views. Evolution of passenger motive power. The early days to latest Genesis units.....**$55.95 (in production)**

MILWAUKEE ROAD MEMORIES - About 250 images, wide variety of motive power. Includes famous electrics. Nostalgic look at the "Route of the Hiawathas".....**$59.95 (in production)**

RomRAIL™ PO Box 22 Boulder, CO 80306-0022
Please add $1.50 shipping per title - CO Res. Add Sales Tax

TRACKSIDE VIDEO

NOW YOU CAN ORDER ANY OF OUR FINE RAILROAD VIDEOS FOR ONLY ***$24.95 ea,*** Postage Paid*

**International Orders Include $5.00 S/H Per Order*

TO ORDER CALL TOLL FREE 1-800-548-8476

THE A AND THE J Hi-lites of the 1987 NRHS Convention in Roanoke with the N&W 611 and N&W 1218. 40 min.

NEW RIVER STEAM '94 The Milwaukee Road 261 on the World Famous New River Train from Huntington to Hinton 56 min.

THE DIXIE FLYERS Hi-lites of the 1994 NRHS Convention in Atlanta with the Frisco 1522, N&W 611, Georgia Northeastern and New Georgia. 117 min.

...pickin em up an layin em down... A&WP heavy pacific 290 solo with four different freight consists between Atlanta and Jacksonville. 54 min.

RETURN TO SALUDA Complete coverage of the 1993 Carolina Special with N&W 611 from Asheville to Spartanburg via Saluda Mtn. Ride on 611 up the Saluda grade with our camera mounted on 611's grab iron. The ride of a lifetime. 60 min.

ASSAULT ON ASHEVILLE The **"OFFICIAL TAPE"** 1989 NRHS Convention in Asheville with the NKP 587, N&W 611 and N&W 1218. 56 min.

1218 A NEW BEGINNING N&W's mighty A on her first trip in 1987 including ferry run from Birmingham to Atlanta and points north. Followed by Inaugural excursions from Roanoke to Bluefield, Lynchburg and Walton. 44 min.

STEAMIN' NKP 587, N&W 611 AND N&W 1218 triple header / S&A 750 Macon to Atlanta / Cotton Belt 819 Pine Bluff to Fordyce / Hartwell 11 from Hartwell to Airline / UP 8444 from Montpelier to Cheyenne / UP 3985 from Cheyenne to Laramie. 75 min.

STEAMIN' IN '90 A&WP 290 Atlanta to Brunswick / Cotton Belt 819 Pine Bluff to St. Louis / UP 844 St. Louis to Findlay Jct. / Frisco 1522 St. Louis to Newberg / Great Western 51 Ellensburg to Cle Elum / SP 4449 on the Washington Central / N&W 611 from Salisbury to Asheville via Old Fort Loops / N&W 1218 Atlanta to Birmingham. 90 min.

STEAMIN' IN '91 A&WP 290 Birmingham to Chattanooga / BM&R 2102 West Cressona to Reading / 4501 with freight Chattanooga to Asheville / TVRM 610 / NKP 765 and PM 1225 Cincinnati to Huntington / Ohio Central 1551 Sugar Creek to Baltic / NS 25th Anniversary with 4501, 611 and 1218 117 min.

STEAMIN' IN '92 Western Maryland Shay 6 at Cass / GSMRR 1702 Dillsboro to Bryson City / Sou Rwy 604 at Historic Spencer Shops / A&WP 290 via A&WP Atlanta to West Point / N&W 611 over Saluda / Hocking Valley 33 Nelsonville to Logan / Clinchfield 676 from Huntington to St. Paul 75 min.

STEAMIN' IN '93 With Hocking Valley 33 Canal Winchester to Nelsonville / GSMRR 1702 Bryson City to Dillsboro / L&N 152 new Haven to Boston / C&O 2765 Akron to Pittsburgh / BM&R 425 Temple to S Hamburg / Strasburg 89 and 90 at Strasburg / Gettysburg 1278 with freight / Virginia Central 1238 and 1276 Charlottesville to Clifton Forge 92 min.

Sample Listing Call or Write for our Free Catalog

TO ORDER SEND $24.95 PER TAPE TO:

TRACKSIDE VIDEO ◆ PO BOX 234 ◆ FOREST PARK, GA 30051

OR CALL TOLL FREE 1-800-548-8476

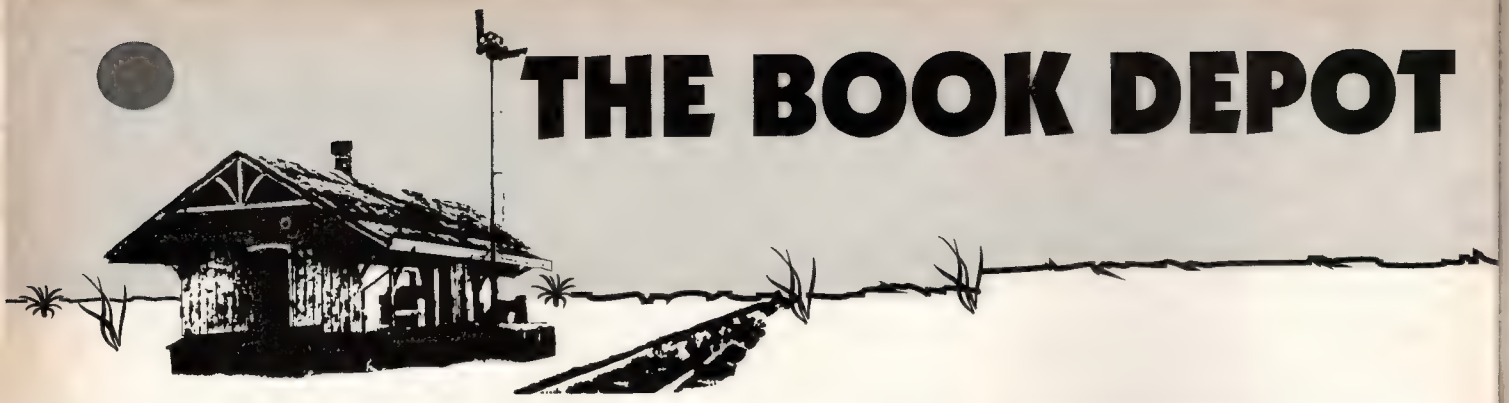
ONLY *$24.95* each, postage paid*

**** International Orders Include $5.00 per Order Shipping***

WE ACCEPT VISA • DISCOVER • MASTER CARD

GEORGIA RESIDENTS PLEASE INCLUDE 5% SALES TAX

THE BOOK DEPOT



Alaska's Wilderness Rails (A15127), Brovald. History and photos of ARR. 102pp soft **$9.95**
Along the East Broad Top (A12606), Heimburger. Vintage photos and history. 248pp hard **$41.95**
American Locomotives in Historic Photos (A14400), Ziel. A sampling of steam power. 130pp soft **$12.95**
America's Workhorse Locomotive: the 2-8-2 (A13428), LeMassena. Pictorial summary. 80pp soft **$14.95**
Appalachian Coal Mines & Railroads (A17292), Dixon. B&W pics and drawings of mines, cars, etc. 74pp soft.**$15.95**
Appalachian Crossing (A17277), Huddleston. C&O, N&W and Virginian in the mountains. 66pp soft **$12.95**
Atlantic Coast Line.: The Diesel Years (A16136), Calloway. B&W pics, rosters, drawings, more. 192pp hard **$49.95**
Baltimore and its Streetcars (A13419), Harwood. Pictorial of Baltimore streetcar lines. 98pp soft **$10.95**
Baltimore & Ohio Heritage 1945-1955 (C52), Krause & Crist. Steam/diesel action in black & white. 48pp soft .. **$7.95**
B&O E-Unit Diesel Passenger Locos (A17290), Nuckles. Photos, plans, history and rosters. 78pp soft.....**$15.95**
B&O Great Photos...A Pictorial (A17050), Roberts. From steam to CSX, in color & black white. 206pp hard.....**$40.00**
B&O Passenger Service Volume 1 (A17284), Stegmaier. Story of the *National Limited*. 114pp hard **$22.95**
Beaumont Hill (A12035), Signor. SP's busy mountain grade east of L.A. 265 photos, maps. 176pp hard.....**$48.95**
Beauty of Railroad Bridges (12031), Cook. History of trestles and bridges, with more than 250 illustrations. 208pp hard .**$44.95**
Bessemer & Lake Erie Railroad in Color (A14290), Lorenzo & Clark. B&LE diesels past and present. 128pp hard **$49.95**
Before Guilford (A15901), Cook. 160 great color photos of D&H, B&M, MEC. 128pp hard **$39.00**
Building the Independent Subway (A13404), Kramer. N.Y. subway history. 82pp soft **$13.95**
Burlington Northern into the 90s (A15652), Shine. A motive power pictorial. 208pp hard **$48.00**
Burlington Route Color Pictorial Vol. 1 (A15655), Holck. CB&Q in steam-to-diesel transition. 128pp hard **$49.95**
By Streamliner New York to Florida (A13814), Welsh. Passenger trains to the Sunshine State. 144pp soft.....**$39.95**
California Railroads (A12040), Fickewirth. Encyclopedia of railroads, interurbans, etc. 200pp hard **$46.95**
Cape Cod Railroads (A15550), Farson. Rare, in-depth look at New England's unremarked lines. 336pp hard **$39.95**
Camas Prairie (A16703), Riegger. Illustrated history of joint UP/NP Idaho line. 160pp hard **$32.50**
Cass Scenic Railroad of West Virginia (A00908), Kramer. Saga of a logger. 40pp soft **$8.95**
The Challenger Locomotives (A14000), Kratville. B&W album on UP's big articulateds. 144pp hard **$35.00**
Change at Ozone Park (A16862), George. Illustrated history of LIRR's Rockaway branches. 80pp soft **$18.95**
Chesapeake & Ohio Early Diesels (A13804), Dixon. First generation diesel pictorial. 64pp soft **$13.95**
Chesapeake & Ohio in Color: 1950-1975 (A17283), Dixon. Diesel action scenes. 86pp soft **$29.95**
Chessie the Railroad Kitten (A17275), Dixon. The many lives of C&O's top cat. 64pp soft **$11.95**
C&NW-Milwaukee Road Pictorial (A12619), Porter. Steam and diesel action scenes in color. 78pp hard.....**$29.95**
Chicago & North Western Memories (A15905), Cook. Diesels during the '70s, all in color. 128pp hard **$39.00**
Chicago, Burlington & Quincy in Color, Volume 1 (A14293), Spoor. CB&Q's Lines East in the 1950s. 128pp hard **$49.95**
Chicago's Commuter Railroad (A13809), Kunz. Illustrated guide to Metra. 64pp soft **$24.95**
Chicago Great Western (C39), Hastings. Iowa in the merger decade. 82pp soft **$12.95**
The Circus Moves By Rail (C00084), Parkinson & Fox. Complete story of circus trains. 392pp soft.....**$39.95**
The Circus Moves By Rail (C00085), Parkinson & Fox. Complete story of circus trains. 392pp hard.....**$54.95**
Circus Trains, Trucks & Models (C70), Carstens. Photos, stories and memorabilia. 52pp soft **$12.95**
Classic Freight Cars Vol.1 (A15751), Henderson. Color album of 40-foot boxcars. 64pp soft **$19.95**
Clinchfield Country (A15900), King. All-color pictorial of diesel-era CRR. 128pp hard **$38.00**
CNJ's First 100 Years (A15702), Anderson. Detailed historical survey, w/photos. 238pp soft **$14.00**
Coal, Cinders and Parlor Cars (A16026), Colo. RR Museum. Colorado passenger trains. 236pp hard **$39.95**
Colorado & Southern (A13803), Grenard. A pictorial of the standard gauge. 68pp soft **$13.95**
Colorado Memories of the Narrow Gauge Circle (C59), Krause&Grenard. B&W action pictorial. 130pp soft **$15.95**
Colorful Colorado Railroads in the 1960s (A16081), Hill. Great all-color pictorial. 112pp hard **$42.95**
Colorful East Broad Top (A12610), Ferrell. Classic EBT scenes, all in color. 84pp soft **$24.95**
Commuter Trains to Grand Central Terminal (A13420), Nelligan. Contemporary and vintage action. 68pp soft . **$7.95**
Compendium of American R.R. Radio Frequencies (A17400), Sturm & Landgraf. 198pp soft **$16.95**
Connecticut Company's Streetcars (C00082), Kramer & Wadhams. Black & white photos, rosters. 96pp soft ... **$21.95**
Connecticut Company's Streetcars (C00083), Kramer & Wadhams. Black & white photos, rosters. 96pp hard . **$26.95**
Conrail, Volume 1 (A16903), Hartley. The first six years, all in color. 112pp hard **$39.95**
Conrail, Volume 2 (A16904), Hartley. 1983-1990 operations in color. 112pp hard **$39.95**
The Cripple Creek Road (A12206), McFarland. Story of the Midland Terminal Railway. 214pp hard **$29.95**
Cumberland & Pennsylvania Railroad (C63), Mellander. B&W pictorial on WM's coal carrier. 64pp soft **$9.95**
Delaware & Hudson in Color Vol.1 (A14275), Sweetland. Great pre-Guilford pictures. 128pp hard **$45.00**
Delaware & Hudson in Color Vol. 2 (A14287), Plant & Plant. The final years before Guilford. 128pp hard **$49.95**
Diesel Locomotives of CSXT & Predecessors in Color (A17287), Nuckles. With rosters. 64pp soft **$19.95**
Diesel Locomotive Rosters (A16306), Reich. Traces pre-1970s units for nearly 500 railroads. 182pp soft **$24.95**
Dining by Rail (A00803), Porterfield. History & recipes from the great of rail cuisine. 384pp hard **$35.00**
Down Along the Old Bel-Del (A16860), Lee. PRR's Belvidere & Delaware Railroad. 366pp hard **$35.00**
East End: B&O's "Neck of the Bottle" (A17051), Hollis & Roberts. Harpers Ferry to Cumberland. 224pp hard....**$50.00**
Electric Trains to Reading Terminal (A17250), Coates. Reading Co. in Philadelphia. 112pp soft **$17.95**
EMC's FT (A16135), Diesel Era. Extensive, illustrated coverage of the "revolutionary diesel." 130pp soft.....**$24.95**
Erie Lackawanna (A16852), Pennisi. Pre-Conrail railfan pictorial. 88pp soft **$6.50**
Erie Lackawanna East (A13424), Zimmermann. EL in Penn., New York, New Jersey. 80pp soft **$9.95**
Erie Lackawanna in Color Vol.1 (A14261), De Young. Diesel scenes on the þWest End.þ 128pp hard **$45.00**
Erie Lackawanna in Color Vol.2 (A14273), De Young. Diesel scenes in New York State. 128pp hard **$45.00**
Erie Lackawanna in Color Vol. 3 (A14286), De Young. Lines south and east of Binghamton. 128pp hard.....**$49.95**
Erie Memories (A13429), Crist. Over 200 B&W photos plus maps, grade profiles, rosters and more. 260pp hard....**$39.95**
Erie Power (A14105), Staufer. All-time steam, diesel and m.u. history with 850 photos. 448pp hard **$60.00**
Erie Railroad in Color (A14259), Sweetland. All-color steam and diesel coverage. 128pp hard **$45.00**
The Erie Railroad Story (A14206), Carleton. B&W photos of Erie motive power. 224pp hard **$38.95**
Extra South (C53), H. Reid. Second Edition of classic study of Southern railroading. 144pp soft **$21.95**
Fiddletown & Copperopolis (A12604), Fallberg. Classic Railroad Mag. cartoon series. 144pp soft **$10.95**
The Final Years NYO&W (C61), Krause & Crist. Reprint of a fine NYO&W pictorial. 98pp soft **$15.95**
First Generation Geeps Vol.1: The Hard Coal Carriers (A16863), Bernet. GPs in the Northeast. 80pp soft.....**$19.95**
Forty Feet Below (A12617), Moffat. The story of Chicago's freight tunnels. 84pp soft **$13.95**
From Horsecars to Streamliners (A14450), Lind. History of St. Louis Car Company. 402pp hard **$22.50**
From the Lakes to the Gulf (A14451), Lind. Illustrated history of the Illinois Central. 384pp hard **$48.50**
Great Northern Pictorial Vol.3 (A15654), Strauss. Passenger streamliners in color and B&W pics. 152pp hard....**$49.95**
General Motors' F-Units (A13418), Mulhearn & Taibi. B&W pictorial of Fs in action. 80pp soft **$11.95**
The Gilpin Gold Tram (A12613), Ferrell. Colorado's unique two-foot mine railroad. 120pp hard **$32.95**
Golden Decade of Trains: 1950s in Color (A14266), Malinoski. Classic imagery across North America. 128pp hard **$45.00**
Grand Trunk Heritage (C66), Hastings. Enlarged Edition of New England GT pictorial. 66pp soft **$11.95**
Great Northern Color Pictorial Vol.1 (A15651), Shine. Electrics, steam, diesels. 130pp hard **$49.95**
Great Northern Color Pictorial Vol.2 (A15653), Shine. 2nd generation diesels. 128pp hard **$49.95**
The Great Yellow Fleet (A12028), White. Illustrated history of railroad refrigerator cars. 162pp hard.....**$45.95**
Hoboken's Lackawanna Terminal (A13423), Scull. Many rare photos. 96pp soft **$12.50**
Hollywood Trains (A12618), Suares. Black & white look at trains and actors in movies. Small format. 80pp hard...**$12.95**
Horseshoe Heritage (A16133), Cupper. Photos, maps and history of PRR's rail landmark. 56pp soft **$7.95**
Hudson & Manhattan Railroad Revisited (A14205), Carleton. 230 photos. 12 maps and more. 128pp hard **$29.95**
Ida Was a Tramp (C78), Quinby. Steamship and railroad lore intermixed. 278pp hard **$12.00**
Illinois Central: Monday Mornin' Rails (A13812), Boyd. Personal pictorial from the pre-ICG years. 128pp hard.....**$49.95**
Interurban Interlude (C76), Quinby. History of North Jersey Rapid Transit. 92pp hard **$14.95**
The Jersey Central (A16853), Pennisi. Pre-Conrail pictorial of CNJ. 64pp soft **$6.00**
Jersey Central Diesels (A16130), Bernet. More than 400 photos, maps, rosters. 190pp hard **$48.00**
Jersey Central Lines in Color (A14250), Brennan. From NYC to Scranton, mostly 1960s scenes. 128pp hard . **$45.00**
Jersey Central Story (A14211), Carleton. Locomotive history in black & white photos. 224pp hard **$37.95**
Jersey City Westbound (A15750), Henderson. CNJ in more than 115 color images. 88pp soft **$29.95**
Katy Diesels to the Gulf (A13806), Lamb. Big, beautiful black & white pictorial. 108pp soft **$39.95**
Katy Southwest (A12404), McCall & Schultz. A steam and diesel pictorial. 144pp soft **$24.95**
Lackawanna Heritage 1947-1952 (C69), Krause & Crist. Memorable black & white photos. 48pp soft **$8.95**
Lackawanna Railroad in Northwest New Jersey (A16203), Lowenthal & Greenberg. 244pp hard **$39.95**
Lake Michigan's Railroad Car Ferries (A13810), Zimmermann. Great color and B&W pics. 64pp soft **$24.95**
The Last of Steam (A12515), Collias. Black & white pictorial tribute covering the U.S. and Canada. 268pp hard.....**$39.95**
Lehigh & New England (C81), Crist & Krause. Great B&W photos and detailed maps. 80pp soft **$13.95**
The Lehigh & New England Railroad (A15701), Lilly. L&NE steam and diesels in color. 136pp hard **$45.00**
Lehigh Valley in Color (A14257), Yanosey. 222 great photos of this most colorful railroad. 128pp hard **$45.00**
Lehigh Valley in Color Vol.2 (A14264), Yanosey. Terrific action and terminal scenes. 128pp hard **$45.00**
Lehigh Valley Railroad (A12614), Archer. Detailed history, more than 600 photos, maps. 372pp hard **$44.95**
Lehigh Valley Railroad New York Division (A15705), Bednar. Diesel action in color. 138pp hard **$52.50**
Lehigh Valley R.R. Passenger Cars (A16854), Mickey & Warfel. 64 [illegible] pp soft **$13.95**
Light Rail Transit on the West Coast (A13425), Demoro & Harder. Contemporary pictorial. 96pp soft **$13.95**
Locomotive Coaling Stations (A17276), F-M. Photos and superb drawings of coal structures. 32pp soft **$6.95**
Locomotives of the Seaboard system (A14210), Carleton. B&W album from steam to diesel, 208pp hard **$36.95**
Memories of N&W Power (A14212), Carleton. Steam and a few diesels in black & white. 176pp hard **$34.95**
Memories of O&W Power (A14204), Carleton. Black & white photos: steam and diesel. 72pp soft **$10.95**
Middletown: Home of the O&W (A12300), B&W photos, track charts, station plans of rural N.Y. town. 102pp soft **$17.00**
The Mighty 800s (A14891), Kratville. Story of the UP 4-8-4s. 144pp hard **$35.00**
Morristown & Erie Ry. (A16858), Pennisi. Pictorial study of modern M&E. 48pp soft **$8.95**
Motive Power of the Union Pacific (A14005), Kratville & Ranks. Steam and early diesels. 327pp hard.....**$52.50**
Mount Lowe: Railways in the Clouds (A12042), Seims. California's famous cable incline. 234pp hard.....**$47.95**
Narrow Gauge...Then and Now (A14500), Gildersleeve & Huxtable. DRGW, C&TS, D&S in color. 48pp soft **$14.95**
Narrow Gauge to the Hills (A17095), Mead. Glimpses of narrow gauge on four continents. 128pp hard **$20.00**
New Haven Division: Murray Hil to Cedar Hill (A15100), Sherry. An NHRHAm pictorial. 96pp soft **$15.95**
New York Central's Early Power 1831-1916 (A14106), Stauffer. Over 800 photos and drawings. 350pp hard . **$50.00**
NYC Lightning Stripes (A14258), Sweetland. An all-color New York Central pictorial. 128pp hard **$45.00**

N&W Coal Car Equipment (A12612), Car plans and photos, route maps. 20pp soft $5.95
N&W Railway's Magnificent Mallets (A17285), Warden. The Y-Class 2-8-8-2s. 60pp soft $14.95
Norfolk & Western and Virginian Railways in Color (A17291), Reid. Steam and electrics. 100pp hard $33.95
Northeast Railroad Scene Vol.2: Lehigh & Hudson River (A16850), Pennisi. Pre-Conrail pics. 56pp soft $4.00
Northeast Railroad Scene Vol.6: Penn Central (A16857), Pennisi. Black diesels in black & white. 72pp soft $9.95
Northern New England Color Guide to Freight & Passenger Equipment (A14289), Sweetland, Horsley. 128pp hard.$49.95
Northern Pacific Color Pictorial Vol.1 (A15656), Shine. Steam and early diesels, by division. 128pp hard $49.95
Old Dominion Steam (A15501), Dixon. C&O steam pictorial. 64pp soft $12.95
On the Three Foot Gauge (A17097), Mead. RGS, D&RGW, EBT, Isle of Man and more. 104pp soft.....$17.95
The Overland Route (C60), Grenard & Krause. UP steam and early diesel, reprint. 82pp soft $12.95
Passenger Train Consists 1923-1973 (A16315), Wayner. Named trains documented at ramdom. 96pp soft.....$17.95
Pennsy K4's Remembered (A00909), Kramer. B&W photos and history on legendary PRR 4-6-2s. 32pp soft $6.95
Pennsy Power III (A14109), Staufer, Edson & Harley. Covers 1847-1968, 1300 photos. 512pp hard $75.00
Pennsy Steam: A Second Look (A14208), Carleton. Illustrated history of PRR steam. 208pp hard $37.95
Pennsy Steam A to T (A14209), Carleton. Illustrated rundown of PRR loco models. 208pp hard $36.95
PRR Color Guide to Freight and Passenger Equipment (A14263), Sweetland & Yanosey. 128pp hard $45.00
PRR's Elmira Branch (A13811), Caloroso. Color and B&W photos, maps, complete history. 96pp soft $29.95
PRR Hudson to Horseshoe (A14292), Volkmer. 200 color pics of Pennsy steam, electrics and diesels. 128pp hard.....$49.95
PRR Passenger Car Painting & Lettering (A17200), Blardone & Tilp. 128pp soft $34.95
The Peoria Way (A16503), Olmsted. Toledo, Peoria & Western pictorial from l960s. 130pp hard $29.95
Pere Marquette in 1945 (A15251), C&OHS. Detailed descriptions of entire system, w/photos. 78pp soft.....$12.95
Piggyback and Containers (A12041), DeBoer. Illustrated history of rail intermodal service. 192pp hard.....$47.95
Pike's Peak Cog Road (A12038), Abbott. Colorado's Manitou & Pike's Peak Railway. 176pp hard.....$36.95
Pullman Company List of Cars 1961 (A16316), Wayner. Named cars from A to Z, with specs. 84pp soft.....$14.95
The Putnam Division (A14425), Gallo & Kramer. The NYC in Westchester County. 80pp soft $14.98
R.R. Atlas of North America: California & Nevada (A00952), Walker. Super-detailed maps. 88pp soft.....$21.95
R.R. Atlas of North America: Northeast U.S.A. (00953), Walker. Super-detailed maps. 74pp soft.....$21.95
The Railroad Night Scene (A15904), Cook & Boyd. All-color pictorial with "how to" explanations. 130pp hard $44.00
Railroad Photography: How to Shoot Like the Pros (A13808), Blaszak. Tips & pics. 64pp soft $24.95
Railroad Stations of New England Today (A16855), Beauregard. B&M depot pix. 72pp soft $7.95
The Railroad That Came Out at Night (C65), Kyper. Railroading in and around Boston. 72pp soft $12.95
The Railroad That Lighted Southern California (A13254), Johnston. Building the Big Creek dam. 128pp hard ... $28.95
Rails Across the Tundra (A15126), Cohen. Illustrated history of the Alaska Railroad. 144pp soft $9.95
Rails Beyond the Rutland (C54), Jordan. Successors to the Rutland Ry. 76pp soft $12.95
Rail Transit Philadelphia 1940-1968 (A12810), Vible & Elsner. The PTC years, in color. 80pp soft $32.95
Rails to San Francisco Bay (A13427), Demoro & Sappers. SP, WP, ATSF and interurbans. 96pp soft $15.95
RDC: Budd Rail-Diesel-Car (A12016), Duke & Keilty. Extensive, illustrated history. 295pp hard.....$57.95
Red Arrow Lines Remembered (A00911), Kramer & James. Philadelphia transit in wartime. 64pp soft $10.95
Remember the Rock (A13801), Hastings. Outstanding black & white photos of CRI&P. 48pp soft $13.95
RF&P Railroad, The Capital Cities Route (A17294), Griffin. Lavishly illustrated history. 204pp hard.....$28.95
Richmond, Fredericksburg & Potomac (A15903), Mellander & Kaplan. Superb; 180 color photos. 128pp hard . $42.00
Rio Grande Narrow Gauge Recollections (A12605), Norwood. True tales of the D&RGW. 272pp hard $41.95
Rock Island in Color, Volume 1: 1948-1964 (A14288), Stagner. CRI&P's exotic diesels, plus steam. 128pp hard ...$49.95
Route of the *Phoebe Snow* (A16861), King. Illustrated history of the DL&W. 184pp soft $24.95
Sand Patch: Clash of Titans (A17053), Roberts. B&O from Cumberland to Connellsville. 224pp hard.....$50.00
Santa Fe 1940-1971 in Color Vol.1 (A14269), Stagner. Vintage power, Chicago to Kansas City. 128pp hard $49.95
Santa Fe 1940-1971 in Color, Volume 4 (A14291), Stagner. Action in Texas and west to California. 128pp hard.....$49.95
Santa Fe Streamliners (A13422), Zimmermann. *Super Chief* & Amtrak. 112pp soft $17.95
The Search for Steam (A12616), Collias. Superb action scenes from the best steam era photogs. 360pp hard .$41.95
Southern Pacific into the '90s (A15657), Shine. Motive power of the combined SP and D&RGW. 200pp soft ...$35.95
Southern Pacific of Mexico (A12030), Signor & Kirchner. The SPdeM to Guadalajara. 168pp hard.....$39.95

NEW ARRIVALS

B&O Power 1829-1964 (A14107), Sagle & Staufer. 9th printing of an epic volume, 100s of photos. 350pp hard.....$50.00
Cascade Division (A17070), Burwash. B&W photos of BN and Milwaukee Road in Washington. 128pp hard $39.95
The Dixie Line (C00087), Castner. History, photos and maps of the NC&StL in steam and diesel days. 96pp hard....$26.95
Official Loco Rosters 1994-95 Edition (A17038), Kerr. 700 rosters for railroads & lease fleets. Pocket size, soft.....$19.95
R.R. Atlas of North America: Colorado & Utah (A00954), Walker. Super detailed maps. 64pp soft $21.95
Seaboard Coast Line Railroad (A17295), Nuckles. Motive power and operations with 200 photos. 112pp hard.....$19.95
SP in the West, Part 1: Hard Road to Promontory (A17071), Fox. Overland Route in B&W. 80pp hard.....$34.95
Twilight of the D&RGW (A17072), Fox. Pre-SP Rio Grande action in dramatic black & white. 80pp hard $34.95

Steam Spirit (A15876), Huxtable & Shultz. Color album of NS excursion locos. 32pp soft $6.95
Steam, Steel & Limiteds (A14002), Kratville. Illustrated history of steam-powered passenger trains 422pp hard...$55.00
Stories From the Two Foot Gauge (A17096), Mead. Tiny trains in Maine, Wales and Africa. 84pp soft $17.95
Street Railways and the Growth of Los Angeles (A12037), Post. The first trolley era in L.A. 188pp hard.....$48.95
Subway to the World's Fair (A00910), Kramer. NYC transit lines that served the 1939 fair. 32pp soft $7.95
Supertrains (A00804), Vranich. Solutions to America's Transportation Gridlock. 406pp hard $35.00
Susquehanna (C80), Krause & Crist. B&W photos of steam and early diesels on the NYS&W. 98pp soft $15.95
Tall Tales of the Rails (A17013), Lonon. Memoirs from the Clinchfield, with photos. 223pp hard 223pp hard $19.95
Tehachapi (A12023), Signor. SP and ATSF over the mountains and 'round The Loop. 278pp hard.....$48.95
The *20th Century Limited* 1938-1976 (A17286), Cook. 200 photos, rosters and more. 154pp hard $25.95
Those Magnificent Trains (A15600), Ditlefsen. Color pics and short stories. 88pp soft $14.95
Ticket to Silverton (A15500), Crist, Grenard & Krause. Silverton pictorial. 48pp soft $9.95
Tidewater Triangle (A14252), Yanosey. Southeastern railroads in the 1960s, all color. 160pp hard $45.00
Time of the Trolley (A12017), Middleton. From horsecars to light rail, more than 360 illustrations. 240pp hard.....$42.95
Timetable Treasury (A16307), Wayner. North American schedules and consists. 170pp soft $19.95
Touring Pittsburgh by Trolley (A13426), Smith. Pictorial review from the early 1960s. 88pp soft $14.95
Traction Classics Vol. 2 (A12027), Middleton. Parlor, dining, sleeping and high-speed cars. 184pp hard.....38.95
Train Freqs (A14440), Pro Custom Hobbies. Railroad radio frequency list. Soft $6.95
Trains of America (A12607), Heimburger. Color coverage of steam and early diesels. 204pp hard $44.95
Trains of Northern New England (A13405), Krause & Bailey. B&M, MEC, CV and Rutland steam. 96pp soft $8.95
Tweetsie Country (A17012), Ferrell. Illustrated look at East Tennessee & Western North Carolina. 232pp hard $32.50
Tweetsie, the Blue Ridge Stemwinder (A17011), Scheer & Black. More history on ET&WNC. 80pp hard $12.50
26 Miles to Jersey City (A16856), Komelski. Pictorial of CNJ depots. 62pp soft $8.95
Twilight on the Narrow Gauge (A13412), Kramer. Rio Grande photos by Krause. 64pp soft $8.50
Union Pacific Official Color Photography Book I (A14284), LeMassena & Yanosey. Rare gems. 128pp hard.....$49.95
Union Pacific Streamliners (A14004), Ranks & Kratville. Giant, illustrated coverage. 592pp hard.....$62.50
Vermont's Granite Railroads (A12208), Jones, Maxfield & Glove. More than 300 photos, maps. 276pp hard $34.95
Victory Branch R.R. of Vermont (A12611), Hopper. St.J&LC's timber-hauling line. 32pp soft $9.95
Virginian Railway Locomotives (A17288), Lewis. History, photos, drawings and more. 76pp soft $15.95
The Virginian Era (A17282), Lewis. Steam and electrics hauling coal, B&W photos, maps, etc. 60pp soft $14.95
West End (A17052), Roberts. B&O's tough mountain grades from Cumberland to Grafton. 224pp hard.....$50.00
West From Omaha (A16705), Pfeifer. Oversize color album of classic Western railroading. 208pp hard.....$59.50
West Virginian Logging Railroads (A17289), Warden. B&W photos, maps, rosters and full histories. 108pp hard....$19.95
White Pass and Yukon Route (A15125), Cohen. Historical photo coverage. 104pp soft $9.95

Carstens Publications, Inc. • **P.O. Box 700** • **Newton, NJ 07860**

I've enclosed $ _____ in: ❒ check ❒ money order ❒ credit card (no cash please)

Please send books indicated below:

Title _____ Book # _____ Price _____

Title _____ Book # _____ Price _____

Title _____ Book # _____ Price _____

Title _____ Book # _____ Price _____

Title _____ Book # _____ Price _____

Title _____ Book # _____ Price _____

CHARGE TO: ❒ American Express ❒ Optima ❒ MasterCard ❒ VISA exp. ___/___/___

CARD # _____ SIGNATURE _____

NAME _____ STREET _____

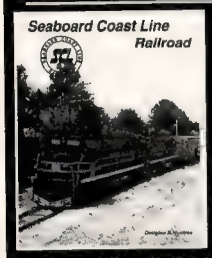
CITY _____ STATE _____ ZIP _____

Postage & Handling: U.S. $2 per book; Foreign $2 per book plus 20%; N.J. residents add 6% sales tax; Canadians add 7% G.S.T. Allow 4-6 weeks for delivery. Prices subject to change without notice.

D2H5

NEW BOOKS!

Illinois Central Streamliners 1936-1946
by Paul M. Somers
- Hardbound - 250 illus. - color covers - 112 pages -100-lb. paper IC's early streamlined trains: *Green Diamond, City of Miami, Panama Ltd.*; little-known motor trains *Miss-Lou, Illini,* and *Land O'Corn.* Cars, consists, schedules, history, etc. **$19.95 + $4 S/H (Introductory Special $17.95 + $4 S/H thru July.)**



Seaboard Coast Line Railroad
by Douglas B. Nuckles
-112pp; hardbound; 200 b&w & color illus. Division Maps, lettering diagrams. History 1967-1983, includes Family Lines & Seaboard System. Interesting combination of ACL/SAL then L&N and others. Superb photos. Passenger service section. Great info for fans, modelers, historians! ***HARDBOUND Only $19.95 + $4. Special $17.95 + $4 - Ready to ship.***

Norfolk Southern Diesel Locomotives
by Chis R. Toth
- Hardbound - 112 pages- 130 photos - 18 mechanical diagrams - 22 roster tables - NS fleet 1982 to present. Painting/lettering diagrams and data for modelers! - **Bargain Priced at $19.95 +$4 S/H - Ready to Ship! Introductory special price $17.95 +$4 S/H thru July.**

Other Books

N&W/VGN In Color - Hardbound 104pp, 190 photos. $33.95 + $4.

Appalachian Coal Mines & Railroads -80pp, soft, 180 photos; coal from mine to market; trains, tipples. $15.95 + $3.

Richmond, Fredericksburg & Potomac RR - Hardbound, 210 pp, 350 photos! Only $28.95 + $4!

CSXT Diesels in Color - 64pp, soft - 100+ color. Great for modelers. $19.95 + $2 S/H.

Buy 3 Books from this ad and get FREE - Appalachian Crossing 64pp, 110 illus. ($12.95 Value)!!

Va. Residents add 4.5% Tax;
$7 maximum S/H per order

TLC Publishing (Dept. RF)
Rt. 4 - Box 154
Lynchburg, VA 24503-9711

1960s. I don't remember much about that ride. In the last four years, I've traveled approximately 35,000 miles on several Amtrak trains. Perhaps, one day, I'll write a book on my experiences when I reach the 100,000-mile mark.

"I currently reside in Everett, Washington, some five miles away from the BN main line. For more than eight years I worked as a newspaper sports editor, and since 1989 I've been on staff with Pro Athletes Outreach which is a leadership training ministry for athletes and their families."

This is Steve's first byline in R&R.

On the Menu

BY JAMES D. PORTERFIELD

Trackside Eateries

One of the ongoing goals of this column is to present places where the railfan can simultaneously satisfy two basic needs: eating and train watching. Several readers have recently written to describe such places, and they're included here:

James Bridge of California wrote about the Santa Fe Express Cafe (136 E. Santa Fe Avenue, Fullerton, Calif.; open 6:00 a.m. to 10:00 p.m., seven days per week; 714/526-1725) in the Fullerton Amtrak station. "With nine Amtrak *San Diegans*, the *Southwest Chief, Desert Wind*, Metrolink commuter trains and lots of AT&SF freight action," Mr. Bridge notes, adding that "this quaint little eatery is rapidly becoming the relaxation spot for railfans..." The menu offers light fare ranging from breakfast burritos to peanut butter and jelly sandwiches.

John D. Denny, Jr., from southeast Pennsylvania, describes a fine time he had at the Central Bar & Grill (34 Morris Avenue, Bryn Mawr, Pa.; open 11:30 a.m. to 2:00 a.m., seven days; 610/527-1400). "The restaurant is housed in the former PRR freight station," he notes. "The row of tables at the windows are so close to trackside, the rails seem little more than an arm's reach away. We were right up on SEPTA's passing Paoli locals, plus a few Amtrak trains for good measure." the Central's manager adds that an occasional string of private cars whiz by as well. Inside, the granite walls of the 100-year-old restored structure are exposed, as are the high ceilings and original truss work. "It's a great place for the railfan who likes for top shelf bar brands and main line upscale dining," Mr. Denny adds. "That chocolate bread pudding with bourbon pecan caramel sauce plays havoc with anyone's diet, but shouldn't be missed."

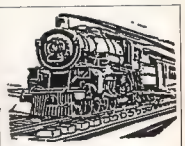
When in the San Francisco area, my longtime friend Art Winschel seeks out the Depot Cafe (599 El Camino Real, San Carlos, Calif., open Monday through Sunday, 6:00 a.m. to 3:00 p.m., plus Thursday through Sunday from 5:00 p.m. to 10:00 p.m.; 415/595-1555). One of the oldest buildings in San Carlos, the beautifully-scaled depot housing the Cafe was built in 1888 for the Southern Pacific Company using the same sandstone and stone masons as the original buildings at Stanford University. The highlight of the broad menu is the astonishing 41 omelets for breakfast or lunch. Plenty of *CalTrain* action here, as well as passing Espee freights. It's also possible to get an occasional glimpse of the restored Southern Pacific 4-6-2 2472 on one of the Golden Gate Historical Society peninsula runs when SP let's it loose.

Bob Chester, a central Pennsylvanian who roams extensively to enjoy his railfanning, praises the Mountain Crossing Restaurant, part of the Best Western Mountain Inn (416 West Tehachapi Blvd., Tehachapi, Calif., open 5:00 a.m. to midnight seven days per week; 805/822-5591). Located on the

Over 350 Embroidered Cloth **RR Emblems** DEALER INQUIRIES INVITED
137 Old Long Ridge Rd., Stamford, CT 06903
Catalog & 3 Samples $2.50 **W.N. RICH**

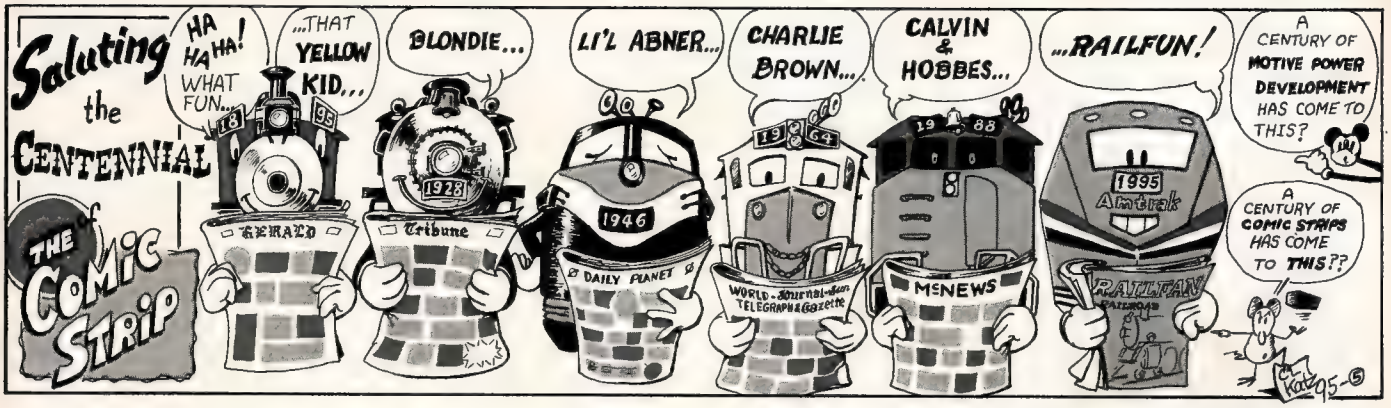
SLIDES ON APPROVAL
- SEE BEFORE YOU BUY -
Large Selection on Most Roads
Diesel - Steam - Electric
Most Priced 30¢ - 60¢ - 80¢
LSSAE for Details:
Wallin's Slide Approvals
Box 1784, Springfield, IL 62705

THE DEPOT ATTIC
377 ASHFORD AVENUE.
DOBBS FERRY, NY 10522
"America's Foremost Dealers In Railroad Memorabilia"
BUYING COLLECTIONS, SINGLE ITEMS & ESTATES
LANTERNS, TIMETABLES, KEYS, LOCKS, CHINA, SILVER, BADGES, PASSES, BOOKS, POSTERS, OLD CALENDARS, SIGNS, BROCHURES, HARDWARE, & MUCH MISCELLANEOUS
Offering Authentic Hardware, China & Paper
Stores, Mail Order, Shows & Auctions
STORE HOURS: Open Most Weekends 12 Noon to 5
Phone Before Coming (914) 693-5858
Send $2.00 To Receive Catalogs.
PHONE (914) 693-5858

RAILROAD HISTORY?

Since 1921 the Railway & Locomotive Historical Society has been the rallying-point for serious rail history enthusiasts. Our members read, research, write railroad history of all eras; they enjoy two issues yearly of our illustrated journal RAILROAD HISTORY (120-150 pages each) and keep current with our informative newsletter. Chapters too! Join now! $18.00 dues to R&LHS, Box 18552C, San Francisco, CA 94119 for application.

RAILFUN

by CURT KATZ



Mojave-Bakersfield line just seven miles from the Tehachapi Loop, the Mountain Crossing Inn's menu features hot Mexican cuisine. Bob points out that "You sit in picture windows along California Route 58, maybe 20 to 30 yards beyond the highway are a two-track main line and a small yard. There's a lot of Santa Fe and Southern Pacific freights drifting by to enjoy." (NOTE: a call to this property revealed that it is changing hands in mid-May, so check with them before heading there.)

Speaking of trackside eateries, you might want to swing by Hugo, Oklahoma, sometime to take in one of the originals of this genre: a restored Harvey House within Hugo's Frisco Depot Museum. Located just south of the passenger waiting area, the diner seats thirty-three in authentic Fred Harvey fashion: on bar stools at a horseshoe-shaped lunch counter (The Hugo Heritage Railroad, in the 300 block of West Jackson, runs out of this depot when the working short line Kiamichi Railroad is idle. The Harvey House Restaurant is open Saturdays from 10:00 a.m. to 3:00 p.m., 405/326-6630). Every effort has been made to insure an authentic restoration. A six-foot portion of the original counter was used to guide the reconstruction of the entire horseshoe. A marble counter-top simulates the no-longer-available slate of the original. Duckboards, once common in dining cars as well, line the floor behind the counter (these were deemed more comfortable than concrete on the feet of those standing for long periods, enabled dangerously slippery spillage to drop out of the way, and, by merely raising them at the end of a shift, made clean-up easier). And, the menu now includes "Fred Harvey's Famous Cole Slaw."

If you know of a great place to eat while you watch trains, share it with us.

The Minnesota Zephyr

Now here's something new in dinner trains. The *Minnesota Zephyr*, out of Stillwater, announces the first (to my knowledge) dinner train for children, the "Family Fun Run." For just $10.00 per person, child or adult, you and your family receive tours of both the Stillwater Depot Logging & Railroad Museum and the *Zephyr* trainset (including the locomotive cab), as well as a one hour train ride featuring a box lunch. Inside the box, a turkey sandwich, fruit roll-up, a packet of Oreo cookies, cole slaw (for the adults) and a beverage. The fun begins at noon Saturdays by reservation only.

The *Minnesota Zephyr* has also joined the growing number of dinner trains that offer live entertainment. The *Zephyr Cabaret*, in which a professional troupe moves throughout to perform songs of the 1940s and 50s, is found on every evening run. For more information or to reserve your spot in the Family Fun Run or Cabaret, call 1-800/922-6100 (in Minnesota: 612/430-3000).

Looking for older diesels
of your favorite Railroad?
I have good quality 35mm Duplicate Slides of diesels, old & new, steam or Trolleys.
Lots of short lines and industrials.
Send $2 for lists & 2 Sample Slides to:
Charly's Slides
4255 Elk Park Rd.
Lake City, PA 16423

NYC's Harlem Division:
"THE COMING OF THE N. Y. AND HARLEM R.R."
Grand Central to the Berkshire Hills
in 380 pages, 800 photos
L.V. Grogan
31 Sans Souci Dr., Pawling, NY 12564
Soft: $43.95 + NY Tax (residents)
& $4.10 post. Cks/Money Orders.
Books Autographed as Requested

NORTHWESTERN PENNSYLVANIA TROLLEYS
Books covering: Bradford, Columbus, Corry, Franklin, Girard, Oil City, Shinglehouse, Titusville, Warren.
Send SSAE for descriptions and prices
BEN ROHRBECK TRACTION PUBLICATIONS
1003 N. Chester Rd., West Chester, PA 19380-6021

The finest in gifts for the railroad enthusiast
RAILROAD GIFTS
Schrader Enterprises, Inc.
230 South Abbe Rd. Dept RR
Fairview, Michigan 48621
Send $1.00 FOR CATALOG

VIDEOS
400 titles in stock from 16 production companies.
Call or Write for our free catalog.
Southeastern Hobbies
200 Dove Valley Drive
Athens, Georgia 30606
1-800-959-8273
Mastercard/Visa/Discover

FALLEN FLAGGS RXR WEARABLES

T-SHIRTS: KIDS-$8.95 S-XL-$9.95 XXL-$10.95
SWEATSHIRTS: (AVAILABILITY LIMITED) KIDS-$14.95; ADULT-$16.95; XXL-$18.95
HATS - $5.50; MUGS: $4.95; 3 FOR $13.50
T-Shirts are top quality US made 50/50 blend. Shirt color coordinated to silk screened RR Herald & Art. Hats are 100% polyester baseball type, adjustable, one size fits all. Hats and Mugs may be heralds only.

Railroad	Order Number
ALGOMA CENTRAL⌀	278
AMTRAK GENISIS+⌀	401
AMTRAK P32-BH+⌀	588
AMTRAK F40PH¤	488
B&O STEAM⌀+	504
BOSTON & MAINE	206
BURLINGTON RT (CB&Q)¤	208
BURLINGTON NORTHERN GP50 TIGER STRIPE⌀	407
BN '91 FREEDOM LOCO⌀	507
BN SD60 PALE FACE⌀+	587
BN #9500 GP60MAC⌀+	597
BN #9401 GP70MAC⌀+	497
CANADIAN NAT.GP40-2W'S⌀+	410
CANADIAN NATIONAL NO. AMER. ENGINE⌀	510
CB&Q STEAM #4963⌀+	305
C&O SLEEP LIKE KITTEN¤	209
C&O PEKE & FAMILY⌀+	310
C&O KITTEN ALWAYS ALERT⌀¤+	286
C&O STARLIGHT KITTEN	409
C&O KITTEN VALENTINE⌀¤+	314
C&O CHESSIE KTN & BABY⌀+	316
C&O PEKE & UNIFORM¤+	301
CHESSIE PURPLE SAFETY CABOOSE⌀+	513
CHESSIE SYSTEM¤	213
CHESSIE SYS GP40-2¤+⌀	478
CNW 8-40-C⌀+	415
CONRAIL C40CW⌀¤	417
CP RAIL DOUBLE SD40-2's	411
CSX 8-40CW⌀	572
DEL. & HUDSON RS-36	420
EMD SD60⌀	280
EMD SD-70 DEMO+⌀	480
GRAND TRUNK GP38¤	428
GRT NORTHERN (ROCKY)¤	229
GRT NORTHERN SD-45⌀+	429
ILLINOIS CENTRAL SD20	431
LOUISVILLE & NASHVILLE	236
L&N F UNIT+⌀	436
L&N M-1 BIG EMMA⌀	536
LEHIGH VALLEY ALCO	433
MILW RD (HIAWATHA Logo)	237
MILW. RD. 3 ENGINES+⌀	437
MO. PACIFIC CO. EAGLE E8+⌀	440
MOPAC¤	240
MO. PAC. TX. EAGLE E8+⌀	540
MO., KANSAS, TEXAS¤	239
MKT DOUBLE GPs⌀+	439
MONON ROUTE	241
N&W 611 J-CLASS 4-8-4⌀	242
N&W CLASS A 1218	281
NYC BALDWIN SHARK⌀	444
NYC HUDSON	311
NKP STEAM (BERK 765)¤	245
NOR. & SOUTHRN C39-8⌀	448
NS OPER LIFESAVER GP60M+⌀	548
NORTHERN PACIFIC¤	249
NORT PAC STM & F-UNIT+⌀	249
PRR K-4+	309
PENNSYLVANIA RR¤	251
RIO-SP ACTION MERGER 2-SD40T-2's+⌀	306
RIO GRANDE(MAINLINE LOGO)¤	255
ROCK ISLAND F7A +⌀	456
ROCK ISLAND STEAM⌀+	556
SANTA FE (CHIEF)¤	257
SANTA FE 8-40CW+⌀	408
SANTA FE PA-1¤	283
SF SPR FLT GP60M⌀¤+	308
SF SUPER FLT C40BW+⌀	508
SEABOARD AIRLINE E7	474
SOO LINE DOUBLE LOCOS	460
STHRN STEAM #4501⌀¤	263
SOUTHERN RY SYSTEM¤	261
SOUTHERN GP30 & F7A⌀+	461
SP DAYLIGHT 4449⌀	273
SP BLACK WIDOW F7¤	426
SP CAB FORWARD+	562
UNION PACIFIC¤	267
3985 UP CHALLENGER¤	285
8444 UP OVERLAND STM¤	284
UP CABOOSE+⌀	297
UP DASH 8-40C+⌀	467
UP BIG BOY+	312
W.PAC. F7 PASS. UNIT	471

+ = HATS NOT Available
¤ = Sweatshirts Available
⌀ = Mug Not Available
(DWSO)=Discontinued when sold out

We stock a complete line of CMShop's "Whistlestop" Mugs & Country Trains Mugs. Shipping $3.00 per order (1 to 1000pcs.) in Cont. US; Canada, AL, HI and overseas billed actual cost of shipping (indicate air or surface). NO COD's. Please give 2nd & 3rd choice if possible. OH Res. add 5.5% sales tax. Allow 1-2 weeks delivery.
Custom Print & Dealer Inquiries Invited.
COLOR CATALOG AVAILABLE $1.00 EACH.
824 ELYSIAN AVE., TOLEDO, OH 43607
Inquiries: (419)536-1232 Orders only: 1(800)535-3063

Carl Loucks

...SELLING RAILROAD TIMETABLES

P.O. Box 484, North Haven, CT 06473

PUBLIC TIMETABLE SPECIAL:

The history of your favorite road told in timetables. Three system timetables, one from the 1940's, one from the 1950's and one from the 1960's. Choose from ATSF, ACL, B&M, B&O, CB&Q, C&EI, C&NW, C&O, CV, D&RGW, D&H, DL&W, IC, L&N, LV, MILW, MP, NH, NYC, N&W, PRR, SLSF, SOU, UP, WAB, WP.

Each set, three timetables...$20

Any six sets of three TT's each, 18 Timetables.....$80

EMPLOYEE TIMETABLE-STARTER KIT

For the new collector, ten Employee Timetables, hours of interesting reading. One each from ATSF, SP, UP, ICG, Seaboard, Southern, CSX, NS, BN, C&NW.....**All ten for $50**

EMPLOYEE TIMETABLES...

ATSF - System 1992	$15
BN - Northern Corridor 1993	$20
CNW - System 1992	$20
CSX - Baltimore Div 1993	$15
CR - Dearborn Div 1991	$12
NS - Lake Div 1992	$12
NS - Piedmont Div 1993	$12
SOO Line - System 1989	$15
UP System 1992	$20
Any Five Above Just	**$50**

New Catalogue Issued Monthly
Sent with each order or SSAE

Train Communications Anywhere

SPORTCAT SC-15

100 Channels-12 Bands Including Public Service, Air And 800 MHz

ONLY

$174.99

($8.00 Shipping)

Programmable hand-held sport scanner with 100 channels and 12 banks with aircraft and 800 MHz. Features include: 10 one touch direct access channels with 10 corresponding channel identifiers, band search, data lockout, headphone jack, WX search, rechargeable NiCad battery, illuminated LCD, lockout, auto delay, volume and squelch control. Available in yellow and black. (Specify color.) Dimensions 2½" x 1¾" X 6". Coverage: 29-54, 118-174, 406-512, 806-956 MHz.

Send for Free Catalog Listing Scanners, CB's Plus FM Two Way Radios, and Accessories

MASTERCARD—VISA—COD'S ACCEPTED

Scanner World, USA®

10 New Scotland Ave., Albany, NY 12208

(518) 436-9606

"The Largest Dealer of Scanners in the World"

Transit Currents

Drastic Rail Cut

In the last five years, much optimism prevailed among the transit fraternity that Los Angeles was going to take major and heroic steps in constructing new rail transportation services to help relieve congestion and to provide focus for a more organized and orderly future for the Los Angeles area. The 30-year, $183-billion transit plan was based on a rail system of 296 miles. The rail services were to be a combination of commuter rail, heavy rapid transit and light rapid transit. Another part of the plan was an extensive trolleybus system to replace diesel buses on all the major bus lines in order to help reduce air pollution.

Much of that is now junked. Although the trolleybus idea was turned down in the past, public pronouncements indicated the project was to be put on hold for a while. However, the trolleybus service is to be eliminated. The proposed rail system will shrink from 296 miles to 95 miles.

Fingerpointing is now going on about who was to blame for the big rail and trolleybus plans. Some say the planners bear the blame because their ideas were overly ambitious. Others point to the recession that hit California so hard and is responsible for a much lessened take from taxes that support transit. The new plan is still a $65-billion package, if that can stay together unscathed while politicians and others heap blame on one another.

As the dust settled, the rail projects that appear to be still in the works include the one from downtown Los Angeles to Pasadena. Another survivor is the extension of the Red Line subway to the east and west sides and a line reaching as far as the San Diego Freeway in the San Fernando Valley. The rail corridors that have been dropped from the plans are the line along the Pomona Freeway, the Crenshaw district line, the line from Glendale and Burbank to downtown Los Angeles, the Exposition Boulevard corridor linking the University of Southern California with Santa Monica, the corridor from Pasadena to Irwindale or Azusa, the line from Los Angeles International Airport to Palmdale and extensions of the soon-to-open Green Line light rapid transit service to Torrance and Downey. Local politicians are scrambling to save their projects, but the going looks pretty tough. Martin Gombert, Ed Von Nordrak and John A. Lee supplied the information.

The Coaster Commences

With Jim Mills there to welcome it, the new commuter train serving San Diego, called the *Coaster*, began service on Friday, February 24, 1995. Up to that time, the city of San Diego had the dubious distinction of being the largest urban place in the United States that did not enjoy true commuter rail service. (Amtrak's *San Diegans* are considered inter-city trains.) The *Coaster* uses a rail line that was opened back in 1881 as the California Southern Railroad. In 1906, the California Southern was purchased by the Santa Fe Railroad; in 1971 passenger service along the route was taken over by Amtrak.

The *Coaster* operates between Oceanside on the north and San Diego. At the present time, *Coaster* trains operate only during the rush hours, with five inbound trains each weekday morning, returning in the afternoon. There is one train each way in the opposite direction in the morning and afternoon hours. The commuter rail service is owned by the Metropolitan Transit Development Board, which is responsible for the portion of the line in the city of San Diego; and the North County Transit District, which is responsible for the remainder. NCTD runs the trains with Amtrak under contract to do the actual operations. In addition to terminal stations at Oceanside and San Diego, other stations are at Carlsbad Village, Carlsbad/Poinsettia, Encinitas, Solona Beach, Sorrento Valley and Old Town.

The reason Jim Mills was among those greeting the train is that Jim, former state senator, is the father of the reincarnation of rail transit in San Diego, as well as the leading force behind the progressive transit legislation on California's state books. Oh, yes: he rode his bike to the Sorrento Valley station for the inaugural run.

The *Coaster* is operated using GO Transit-type bi-level cars built by Bombardier. The cars have a seating capacity of 136, each is ADA accessible and equipped with bike racks and rest rooms. The trains operate in push-pull mode with F40PHM-2C 3000-h.p. locomotives manufactured by Morrison Knudsen. The service started off with some problems. February 27th was the first day of operation, and a number of commuters were delayed for about an hour when a locomotive on one train suffered an electrical malfunction at Carlsbad Village station. There were also problems with flooding because of the heavy rains suffered in California in early March. Passengers had to be transferred from the train to buses to get around the flooded areas.

There is also unhappiness in the area because the bus service that previously linked Oceanside with San Diego has now been canceled. Other troubles stem from the crackdown on intruders on the rail line. The reason for the protest is that the North County Transit District intends to enforce a 100-year-old state law that prohibits people from trespassing on railroad tracks. The law had not been enforced until the *Coasters* started to run. One reason for the enforcement is that eight people were killed by trains on the route between Oceanside and San Diego in 1994. Because the *Coaster*

BY GEORGE M. SMERK

il Cutback in Los Angeles

adds ten more trains to the tracks already busy with Amtrak trains and Santa Fe freight service, it was deemed wise to enforce the trespassing law.

It is expected that at the beginning of *Coaster* service, about 2000 persons a day will use the trains. Ridership is expected to grow slowly. Many thanks to Douglas I. Duncan for the information.

Rail Transit Northwest

In Portland, Oregon, voters have approved a $475-million bond measure by a two-thirds to one-third vote. The money is to go toward construction of the South/North light rail line, which has a total cost of $2.8 billion. With the Republican takeover in both the Oregon state legislature and the federal congress, getting the federal share of the money may be much more difficult than was imagined at the time of the referendum. If Senator Mark Hatfield retains his chairmanship of the Senate Appropriations Committee, the likelihood is much greater.

Meanwhile, in the Puget Sound area, the majority of the voters appear to be supporting the plan for a major regional expansion of transit, including commuter rail and light rail service. Opponents of the project are attempting to sway suburbanites in the Seattle/Tacoma/Everett area with the idea that, despite all the proposed rail and bus improvements, the big project will merely provide an alternative and will not completely solve the traffic problem.

Meanwhile, up in Vancouver, British Columbia, it appears that it is highly probable that a $1-billion light rail transit line will be constructed along the Broadway-Lougheed Corridor to link Vancouver with Coquitlam. The reason for choosing this corridor is that the motorbus and trolleybus lines that now provide service along the Broadway-Lougheed corridor are as high in patronage as the predicted best-case ridership level on a proposed light rapid transit line between downtown Vancouver and Richmond to the south. High rail ridership is pretty much guaranteed in the Broadway/Lougheed Corridor and it is expected that opening of a new rail line would draw additional riders.

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 809 E. 8th Street, Bloomington, IN 47408-3805

Politics are part of the reason that light rail is proposed between Vancouver and Coquitlam rather than between Vancouver and Richmond. The New Democratic Party is being tossed out by voters in Richmond and the in-power NDPs will provide the light rail service to places in which their members have been elected, such as Coquitlam. Thanks very much to Leroy Demery, Jr. for the information.

Flashes

Mark A. Schwinn sent information about the new personal rapid transit system — sometimes called a **PEOPLEMOVER** — proposed for Rosemont in the Chicago area. The Village of Rosemont is close by O'Hare Airport, and village officials felt that the PRT would help Rosemont's convention and tourism business. Raytheon Company began work on a test version of the peoplemover in January of 1995 and is expected to follow up in construction of a regular revenue service line within two years if the money can be found. The Regional Transportation Authority put up $18 million for the test development. Raytheon kicked in an additional $20 million.

The new SEPTA **MARKET-FRANKFORD CARS** will have traction motors supplied by the Everson Electric Company of Bethlehem, Pennsylvania. ABB Traction has the contract to design and build the 222 heavy rapid transit vehicles. The first two cars are expected to be delivered during December 1995. The rest of the order will be finished by some time in 1997.

Out in Denver, the **PLATTE VALLEY TROLLEY** is seeking volunteers to help operate the trolley or work in the offices. Regular daily service began April 1, 1995. Interested parties should contact operations manager Mike Heirty at 303/458-6255.

The news from Harvey Hylton is that **CLARENCE GIULIANI** is returning to the Miami Valley Regional Transit Authority as project director for the modernization of the trolleybus system. Mr. Giuliani will work with my long-time friend John Pappas, who took over as director of operations at Miami Valley on December 1, 1994.

The recent earthquake in **KOBE, JAPAN,** had a terrible impact on the Hanshin Electric Railway Company. Of the 314 cars Hanshin Electric owns, 144 were damaged or destroyed. The disaster caused 129 limited expresses, or 23% of the total service, to be suspended. Thanks to Charles Bogart for the news.

How many Birney cars still exist? The Oregon Electric Historical Society newsletter *The Transfer* (c/o Mark Kavanagh, 865 D Street NE, Salem, OR 97301) says that the OERH owns **FRESNO TRACTION** car No.74. Rick Mendenhall is working on restoring it in Everett, Washington.

TRANSIT GLORIA MUNDI

ONE MAN'S TROLLEYS

George Krambles takes us on a personal excursion through four decades of electric railroading history, from the twilight of the Indiana RR to the Executive Directorship of the CTA. **One Man's Trolleys** covers all the important developments: the subway, elevateds, streetcars, interurbans, and formation of the Transit Authority, and especially the Skokie Swift, using a well-paced blend of archival and modern footage, with some interviews and historic stills. Bill Warrick produced: Krambles hosts and narrates. Mostly color, 54 minutes.....$39.95

CTA at 45 (the companion volume) is by George Krambles and Arthur H. Peterson, packed with photographs, charts, maps and tables. 144 pages.....$49.95

Video and Book Discount Package
Order both together.....$79.95

(800) 428-7003
Transit Gloria Mundi
36 East 27th Street, Dept. B-33
Baltimore, MD 21218

Visa, MasterCard, check or money order. VHS only, please add $3.00 per order for shipping and handling, MD please add sales tax. Call or write for a free list of our other trolley and light rail titles.

CUMBERLAND & PENNSYLVANIA RAILROAD

Western Maryland's Historic Coal Carrier

By Deane Mellander. The Western Maryland acquired the famous old Cumberland & Pennsylvania, which in turn was absorbed by the Chessie and CSX. This informative book includes rare steam locomotive photos and unusual gas-electrics operating in the Alleghenies. 64pp. (C00063).....$9.95

VISA/MC/AMEX/OPTIMA accepted. Or please send check or money order. P&H US $2. per book. Outside US $2. per book plus 20% for insured shipping. NJ residents add sales tax Canadians add 7% G.S.T.

Carstens PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

Railnews

MAIN LINE STEAM TO SCRANTON When was the last time you were able to take a two-day main line trip behind steam for 33-cents-a-mile? R&R and *Railpace* Newsmagazine are co-sponsoring an inbound excursion to the Steamtown Grand Opening with Susquehanna 2-8-2 142. The train is to leave Syracuse at 9:30 a.m. on Friday, June 30, 1995, make station stops at Cortland and Binghamton and then run to Scranton that afternoon, arriving at 5:00 p.m. On Grand Opening day, July 1st, the 142 will be used on the 13-mile round trips to Moscow, and will be in Scranton for the 2:00 p.m. ribbon cutting. After a ceremonial spin on Steamtown's turntable, the 142 will take the excursion back to Binghamton and Syracuse, departing Scranton around 5:30 p.m on Saturday.

Best of all, a coach seat from Syracuse or Cortland is $99.95, including double occupancy lodging at the University of Scranton and light meals on board the train. A coach seat from Binghamton is $79.95. To get on this trip, call the Susquehanna directly at 800/366-6979, extension 142. Syracuse is an Amtrak station stop, and the itinerary of this trip was designed to allows riders to fully participate in Grand Opening day. See you there!

STEAMTOWN GRAND OPENING PHONE NUMBERS The Steamtown Volunteer Association will taking the phone orders for tickets for excursions related to the Steamtown Grand Opening celebration on July 1st, and they've set up a dedicated phone line: 717/346-7275. The SVA address is Grand Opening Excursions, P.O. Box 448, Chinchilla, PA 18410-0448.

The current fantrip schedule related to the Grand Opening is in TIMETABLE, the only cancellations so far being the 261 trips to Corning and Lackawaxen. A new addition to the Grand Opening line up is Blue Mountain & Reading 4-6-2 425, which was arranging for its ferry move at press time.

EMD LEASING The last seven lease fleet SD70Ms, of a total of 25 (7000-7025), left the London, Ontario, factory in a wine red-only livery with white lettering and black trucks. This spartan livery (**page 4**) was not part of any plan but the result of an instantaneous decision between a paint shop employee and an upper manager in an effort to reduce the time it takes to paint a unit. The wine, gray and silver EMD lease fleet livery is a very classy and tasteful one, and future lease fleet and prototype units will still be painted this way. The paint shop at London hasn't been keeping up with production, and EMD has been shipping units to contract shops to maintain production schedules. Those shops are Peaker Services in Michigan; VMV in Paducah, Ky., and Livingston Rebuild Center in Montana. The 25 lease fleet SD70Ms will be on the UP for at least a year.

THE FIRST DUAL MODE GENESIS II Early May 1995 saw the first runs of GE's dual mode (diesel and third rail pick-up for the New York City area) Genesis II series locomotive on Amtrak's Northeast Corridor. Adorned only in khaki primer and a green GE herald and road number, AMD-110 700 arrived in Philadelphia from the ARR test facility in Pueblo, Colorado, on May 7th. Between May 9th and 11th, the unit tested at night between Philly and New York, also traversing the Empire Connection trackage north of Spuyten Duyvil on the Hudson Line. Amtrak officials got the speed up to 110 m.p.h. in spots and worked out operating scenarios along the Corridor to feed into the AMD's software logic routines.

These new dual mode locomotives are designated "AMD-110s" (for their 110-m.p.h. gearing) and feature 3200-h.p. 12-cylinder 7FRL12 prime movers, a.c. traction, 1800-gallon fuel tanks, retractable third rail pick up shoes and climate-controlled cabs. While the monocoque carbody style is similar to Amtrak's 500-series AMD-103s (4000 h.p. d.c.-drive units with 16-cylinder prime movers), the AMD-110's appearance is different owing to the added ventilation required on the a.c. units. Amtrak has ten of the AMD-110s on order for a 1995 delivery. The 700 left the NEC during the week of May 12th, bound for GE at Erie for final adjustments and a proper paint job.

On a similar note, once the Amtrak dual mode AMD-110s are in service and debugged, MTA Metro-North has expressed interest in them and has already dropped long-range plans to overhaul any of the as-yet unrebuilt FL9s. LIRR and ConnDOT are also watching.

ATLANTIC COAST LINE Way down upon the Suwannee River, the North Florida Chapter NRHS' restored Atlantic Coast Line GP7 No.100 (**page 66**) has been in revenue freight service for the past several months. The Florida West Coast short line, based in Trenton, Florida, has leased the classic Geep, and they run it as needed among its stable of former-Rock Island high-hood GP18s.

But in recent months the 100 has seen reduced use as the FWC is presently experiencing a lull in its fortunes. Most significant is that the road's largest customer, Georgia Pacific, downsized and lessened its rail shipments. Reportedly, the FWC has closed the 28 miles of track from Shamrock (Cross City) south to Chiefland, leaving just the 13 miles between Newberry and Wilcox Junction in service (Wilcox Junction intersects the out-of-service trackage roughly in the middle). The FWC shops are in Trenton, near Wilcox Junction, roughly 50 miles north of Tampa on the Gulf Coast.

NINTH STREET IN MODESTO It appears that 1995 will be the last year for Union Pacific trains to run on the former-Tidewater Southern tracks down the middle of Ninth Street in Modesto, California. During May 1995 Union Pacific crews began work on the necessary track connections to route the UP over the Southern Pacific tracks between Lathrop and Seventh Street in Modesto, thus bypassing the downtown. The City of Modesto is contributing $3.5 million toward the $21 million project, funded mostly by the Federal Government, the State DOT and the involved railroads.

The rails were first laid down Ninth Street by the Tidewater & Southern Railroad in 1911. The T&S was later reorganized as the Tidewater Southern, eventually becoming part of Western Pacific and later merging into the UP. The line is heavy in agriculture, and in recent years UP has run some mighty long grain trains down Ninth Street with motive power in multi-unit consists ranging from the latest Dash 8s to SD60s. Catch the action this year!

RAIN IN FEATHER RIVER CANYON Union Pacific's E9s pulled an 18-car train from Cheyenne, Wyoming, to Oroville, California, to operate excursions on April 29 and 30 in the Feather River Canyon. These trips, jointly sponsored by a local unit of the American Cancer Society and the Pacific Limited Group, were sold out both days. The Saturday trip from Oroville east to the Portola Railroad Museum was successful, with 600 paying passengers. However, time through the canyon was slow, with numerous delays and slow orders due to record rainfall. The threat of further delays on Sunday convinced Pacific Limited and UP to change the second trip's destination; instead of running to Portola, the train went west through Stockton and over Altamont Pass to Fremont, disappointing passengers that came from as far away as Boston and New York City to ride the train through Feather River Canyon. Although many asked for refunds, 310 paying passengers made the trip. As much as 16 inches of rain fell during the weekend in the vicinity of Feather River Canyon. Pacific Limited and UP are considering a return to Feather River Canyon in early October 1996, possibly with 4-8-4 844 as power for part of the trips — HAL LEWIS

THE SUSQUEHANNA New motive power, operational changes and a possible western partnership are making the New York, Susquehanna & Western the talk of the railroad industry. The road's three new SD70Ms emerged from GM's London, Ontario, plant and were painted by VMV at Paducah, Kentucky, during late May (**page 4**). Numbered 4050, 4052 and 4054, they're the Susquehanna's first super cab units. Delivery via Chicago and Buffalo was

JOHN CLEAYS

THE FIRST DUAL MODE GENESIS II locomotive, Amtrak AMD-110 700, was at the Penn Coach Yard in Philadelphia on May 9, 1995 (**left**). It was tested at up to 110 m.p.h. on the Northeast Corridor. Features include a retractable third rail electrical pick-up shoe and a 3200-h.p. prime mover.

RAIN IN FEATHER RIVER CANYON during late April allowed UP to run only one of its two scheduled trips with the E9s from Oroville east to Portola, shown crossing Rock Creek Trestle (**below**). The next day's run instead ran from Oroville west to Fremont by way of Altamont Pass.

MIKE DEL VECCHIO

A COAL COUNTRY CAB UNIT shoved the first cars into the new Toys R Us warehouse at Flanders, New Jersey, on May 8th. "Lehigh Valley" F7 578 worked with M&E C424 19.

JEFF TERRY

NINTH STREET IN MODESTO will soon lose UP rail traffic like the 80-car grain train that plied the pavement on May 17, 1995 (**below**). A bypass is being arranged over SP.

TED BENSON

expected during the first or second week of June, with one of the SD70Ms to be set out at Binghamton, New York, for crew training.

The trio of SD70Ms will add much-needed muscle to the run-through power pool that serves the Susquehanna's doublestack and piggyback trains. Among the more interesting locomotives to show up lately on the Susquehanna were two of CP Rail System's SD40M-2s, which powered a 252 train into Little Ferry, N.J., on April 14th (**page 4**). "Red Flares" 5493 and 5494 (ex-Rio Grande 5333 and 5316) are among ten former SD45s which Morrison Knudsen remanufactured as SD40M-2s for CPRS. Most of the rebuilt units have retained their distinctive flared SD45 radiator housings.

New train operations are also making news at Susquehanna. During April, an alternate route between Buffalo and Binghamton, New York, was opened to intermodal service. NYS&W's dedicated Sea-Land doublestack trains now run with a Conrail crew on Conrail's ex-New York Central main between Buffalo and Syracuse. Susquehanna crews and power then take over for the run on NYS&W's ex-Lackawanna line from Syracuse to Binghamton. The new routing involves Susquehanna Sea-Land trains 251, 253, 254, 255 and 260, which now run with 550-series symbols. Susquehanna's Hanjin doublestack trains 252 and 259 and CSXI piggyback trains 257 and 258 are still being handled between Buffalo and Binghamton by CP Rail System crews on Conrail's former Erie line. Trial runs of the new Syracuse routing had been made by train 251 on January 31st and train 260 on February 1st. With *two* route options now available between Buffalo and Binghamton, Susquehanna and its shippers are in a position to play Conrail against CP Rail for better haulage rates. At the same time, the new route offers a strategic option; on May 31st, Conrail train TV201 and CP train 262 detoured over the Susquehanna's Syracuse line after a derailment blocked Conrail west of Binghamton.

Meanwhile, as of press time, NYS&W parent Delaware Otsego Corporation was forging an agreement to buy a 40% interest in the Toledo, Peoria & Western. Doing so could allow some of Susquehanna's West Coast traffic to bypass Chicago by traveling on the 284-mile TP&W between Fort Madison, Iowa, and Logansport, Indiana. A similar

bypassing of Buffalo may also be on the horizon since the Susquehanna is reportedly negotiating a bid to acquire Conrail's moribund ex-Erie line between Hornell, N.Y., and Meadville, Pennsylvania.

COAL COUNTRY CAB UNITS May 20th saw the debut of two pairs of F-units painted in the classic liveries of anthracite region railroads. "Lehigh Valley" F7s 576 and 578 (ex-C&NW 417 and 420) powered their first excursion together with a mileage marathon on NJ Transit out of Hoboken, New Jersey. With NJT GP40PH-2 4111 coupled on for reverse moves, the *Lehigh Valley Limited* consisted of Bombardier-built NJT commuter coaches and ex-NYC tavern-lounge car 5450. It ran north on the Main Line to Suffern, N.Y., west on the Boonton Line to Hackettstown, N.J., and back to Hoboken on the electrified Morristown Line. Trip sponsors United Railroad Historical Society of New Jersey (owners of the two F-units) and Friends of the New Jersey Railroad & Transportation Museum had already impressed the railfans with their August 1994 "Farewell to the U34CH Excursion," and they followed through again with the LV F's by offering seven photo stops at prime locations. An afternoon stop at Rockport, N.J., brought the train some two miles beyond the advertised destination of Hackettstown on rural trackage not ordinarily used by revenue passenger trains. (Rockport was the site of a major wreck on the DL&W in the 1930s.) The day's final photo stop was at the International Trade Center in Mt. Olive, N.J., where photographers fanned out along a manicured lawn and large pond to frame the red Fs between fountains which the Trade Center had graciously kept turned on for the weekend (**page 9**).

In addition to being a railfan's delight, the *Lehigh Valley Limited* was a dedication trip for LV F7s 576 and 578. During the lunch and photo stop at Ridgewood, N.J., the units were christened by Harry Rader, a former director of pricing for the Lehigh Valley. As of late May, the 576 and 578 were being kept on the Morristown & Erie Railway at Morristown, N.J., and with the M&E's Alcos temporarily down for wheel work, the Lehigh Valley F's got used on a couple of surprise revenue freight moves. The 578 made history when on May 8th it led Morristown & Erie Alco C424 19 on the first revenue run into the new Toys R Us facility in Flanders, N.J., on the former-CNJ High Bridge Branch, now owned by Morris County.

Another pair of F-units representing an anthracite region railroad was dedicated on May 20th. On May 13th, restored Reading FP7s 902 and 903 were prepped by volunteers at Pocopson, Pa., (**page 9**). The 902, owned by the Lancaster Chapter NRHS, and 903, owned by the Philadelphia Chapter NRHS, then powered a dedication trip between Kennett Square and Pocopson over the Delaware Valley Railway on May 20. Both Reading Fs will be starring at the NRHS National Convention as they power a Reading & Northern excursion from Leesport to Mt. Carmel in the heart of Reading coal country.

THE CSX PAINT SCHEME For at least a year, ex-CSX GP38-2 2596 (nee-L&N 4086) has been hauling mineral trains southeast of Phoenix, Arizona, for new owner Magma Copper (**page 66**). The unit has been renumbered "3A" but still wears its CSX colors.

The CSX scheme is also appearing on the silver screen. CSX's Homestead Subdivision south of Miami and Hialeah Yard, were used in March 1995 for *Fair Game*, a Warner Brothers/Joel Silver feature film due for late summer release. The action adventure stars supermodel Cindy Crawford and William Baldwin in a story of a Miami lawyer (Crawford) who is assisted in her flight from former KGB agents by a Miami police detective (Baldwin). CSX provided GP38-2 2558 and GP40 6411 and twelve cars, on which major action sequences were filmed. Both locomotives were relettered "OSK" for the film (**page 66**). Though a specific railroad is not identified in the film, production personnel soon came up with a Florida name for the mythical line: Okeechobee, Sebring & Kissimmee. The Gold Coast Railroad Museum provided 1930s-era former Atlantic Coast Line caboose 0322. A complete structural and cosmetic restoration of the caboose was funded by its rental to Warner Bros.

The movie train was ferried onto the Homestead Sub in early March for four days of filming at Milepost 1058, approximately six miles north of Homestead. Several stunt scenes were filmed on the branch, including a crossing explosion. While on the branch, the train tied up each evening at the museum. Schedules for several local freights were changed to accommodate the movie production.

Helicopters buzzed over CSX's Hialeah Yard in mid-March as the *Fair Game* crew set up shop in the busy terminal for more than a week's worth of mostly nighttime photography. The special effects needed by the film crew were provided by eight temporary light towers installed along the yard's eastern perimeter. Amtrak and TriRail operations were not disrupted by the movie work. Rail Transportation Management Specialists, a Knoxville-based logistics consulting firm, served as the railroad coordinator for Warner Bros. In spite of the stunts and difficult nighttime location, the 160-person production crew worked 15,200 injury-free man-hours as *Fair Game* managers worked closely with CSX to make sure it retained its status as the nation's safest railroad — ART MILLER, RTMS.

FORMER C&IM SD38s During early April 1995, Union Pacific placed the first of its six former Chicago & Illinois Midland SD38s in hump service at Bailey Yard in North Platte, Nebraska (**page 66**). The units were delivered to UP during January and February 1995 and operated initially as trailing power in road service. After being shopped and painted, ex-C&IM SD38s 70-75 entered the UP roster as the 2800-2805. The 2800 and 2801 began working at North Platte on April 6th, to be joined shortly by the other four SD38s.

DOUBLE-TRACKING OUT WEST Record-setting traffic levels have forced several U.S. railroads to increase capacity by adding second, and in some cases, third main tracks to certain routes. With as many as 60 trains a day (40 on average) traversing its Sunset Route between Tucson, Arizona, and El Paso, Texas, Southern Pacific has been performing a massive double-tracking project to ease congestion on the steep rollercoaster grades commonly referred to as the Happy Valley Helper District (August 1994 R&R). The first phase has been completed, with roughly 18 miles of double track now in place from Fenner east to Dragoon, Arizona. This section, with a maximum climb of 1.4% to Dragoon Summit, absorbed the former sidings of Tully and Sibyl. Grading has already been done for phase two, which will add a second main track from Fenner west through Benson and up a 1.4% grade to Mescal, roughly twelve miles. A second bridge spanning the San Pedro River at Benson will have to be built. From Mescal west to Tucson, a section of the former El Paso & Southwestern main line already serves as a paralleling second main track. Phase three of SP's double-tracking will cover a nearly 20-mile stretch between San Simon, Az., and Mondel, N.M. All this, combined with siding extensions being done further east, will produce a total of 54 miles of double track between Tucson and El Paso.

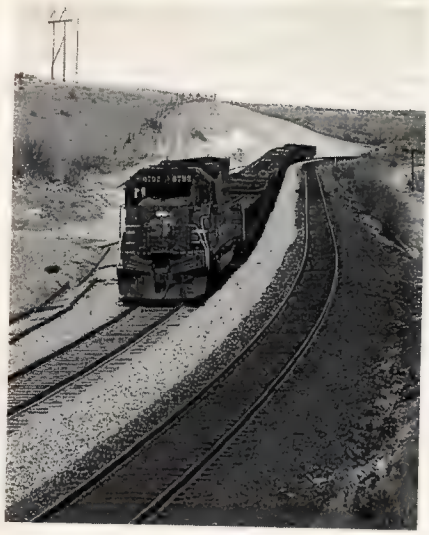
Double-tracking projects are also under way on the Santa Fe. The most noteworthy is on the Curtis Hill grade in northwest Oklahoma, which handles much of the Santa Fe's traffic between the Midwest and California. Grading was begun during April, and the second track should be in service by the end of the year.

A QUADRUPLE-HEADER On April 29 and 30, 1995, the Mount Rainier Scenic Railroad in western Washington operated its first ever quadruple-header for the benefit of excursionists. The two day-long trips were billed as a repeat of the "Geared Triple-Header" operated in October 1993 using ex-Kinzua Pine Mills Heisler No.91, ex-Hillcrest Lumber Climax No.10 and ex-Pickering Lumber Shay No.11. Added as a surprise was the appearance of ex-Hammond Lumber Company 2-8-2T No.17. The "Minaret" type Alco was recently restored to operation by the Mount Rainier shops (June 1995 R&R). On Saturday, the 10, 11 and 91 ran first from Elbe to

MARTIN HANSEN

A QUADRUPLE-HEADER combining a Climax, Heisler and Shay with a rod engine (Hammond Lumber Co. 2-8-2T No.17) was spread over Mt. Rainier Scenic's Nisqually River Bridge on April 30th.

JAMES R. DOUGHTY



DOUBLE-TRACKING OUT WEST has been changing SP's Sunset Route dramatically. On March 7th, a tunnel motor led a work train west down the more than 1% grade on the new main between Dragoon and Sibyl, Arizona, near the former site of Tully siding. Several double-tracking projects will help SP move its daily parade of as many as 60 trains more efficiently.

SANTA FE 4-8-4 3751 was steamed up and moved by diesel power from San Bernardino to Riverside for display (**below**) at the Sunkist Orange Blossom Festival held during April 22-23.

JAMES P. FITZGERALD

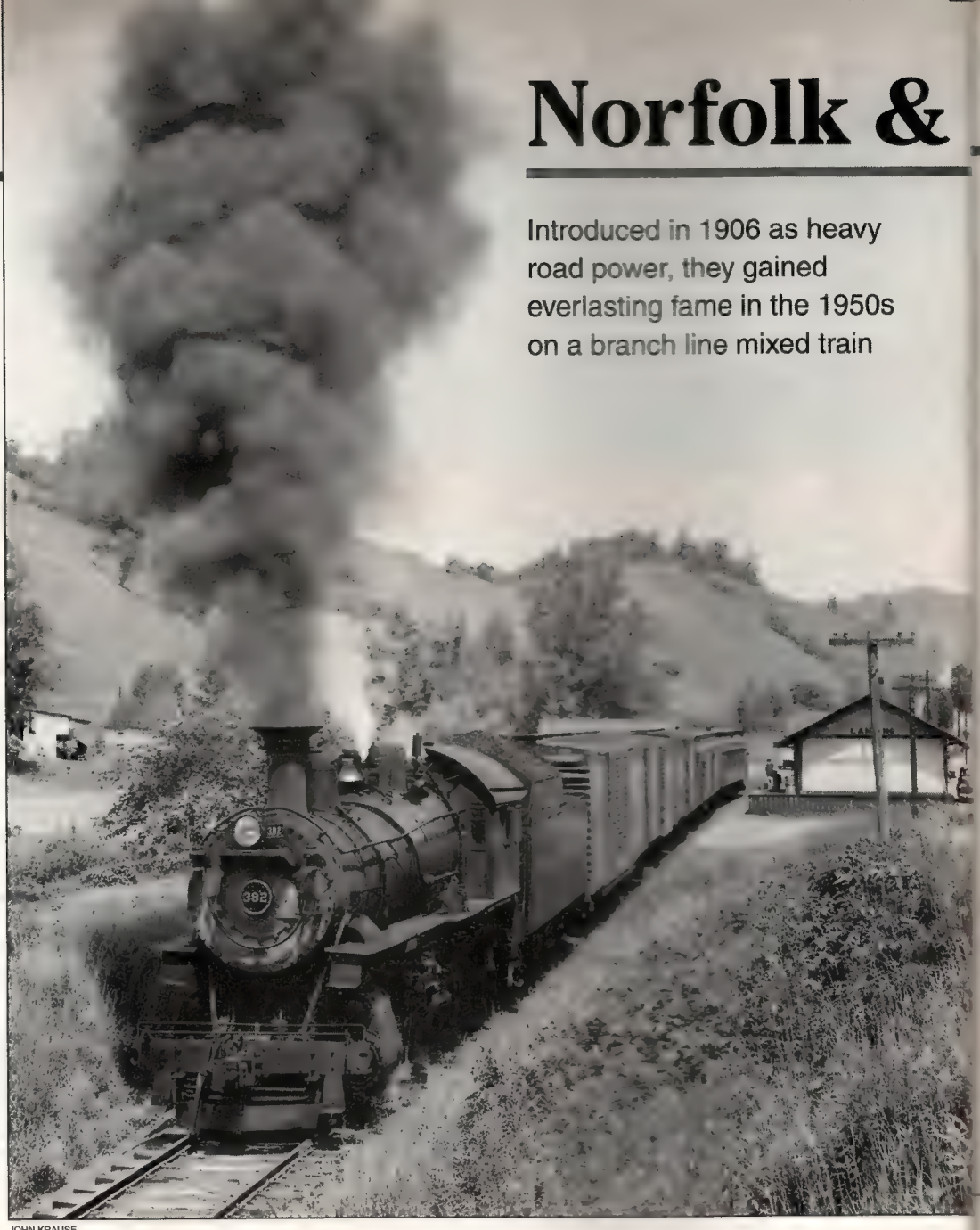
the shop at Mineral. The passengers were greeted there by No.17 and received a shop tour. Then, the three geared engines ran light back to Park Junction, and each picked up their own train. The 2-8-2T followed with the passenger train as far as the Nisqually River Bridge. Passengers detrained at the bridge, and the passenger train was backed out of the way. In a downpour, the three geared locomotives each ran over the bridge with their respective trains. Then, all four engines were posed on the bridge. The Heisler, Shay and Climax ran light to Elbe, followed by the 2-8-2T with train. At Elbe, the engines were serviced, and the three geared locomotives ran to Eatonville with the train. The trip was the same on Sunday, except the weather was better, and the 2-8-2T replaced the Climax on the Elbe-to-Eatonville portion — MARTIN E. HANSEN and STEVE BROWN.

SANTA FE 4-8-4 3751 During April 22-23, 1995, Santa Fe 4-8-4 3751 was steamed up and on display at Riverside, California, for the Sunkist Orange Blossom Festival. Early on the 22nd, Santa Fe diesel power shuttled the 3751 from its storage site in San Bernardino to the Metrolink commuter station in Riverside. The roughly ten-mile journey was the first real outing for the restored locomotive since its 1992 systemwide tour of the Santa Fe. (The 3751 had been scheduled for a Disney-sponsored trip in late 1993, but that was canceled due to Midwestern flooding and budget constraints.) The San Bernardino Railroad Historical Society, which restored and maintains the 4-8-4, teamed up with the Southern California Chapter of the Railway & Locomotive Historical Society in arranging railroad displays for the festival. SBRHS credited Burrtec Waste Industries for sponsoring the 3751's appearance at the Orange Blossom Festival, an event which celebrated 100 years of citrus growing in the Riverside area.

Soon after the 1992 Santa Fe system tour, the SBRHS had been forced to relocate the 3751 and its related shop equipment from the California Steel Industries complex at Fontana to a brick building at the east end of Santa Fe's former car shops in San Bernardino. However, the shops are now scheduled for demolition to make way for a new intermodal facility, forcing SBRHS to once again look for a new home. Following the Orange Blossom Festival, the 3751 was moved from Riverside to a yard track in San Bernardino, where the locomotive is now housed behind a fence but is exposed to the sun and rain. Published reports have rumored that the SBRHS was considering a new storage site in Los Angeles, but the group's corresponding secretary, James D. Wood, says negotiations are under way to acquire a steel building from the soon-to-be-demolished Santa Fe shops and move it to an agreeable location in San Bernardino. Although the 3751 is presently road-worthy and ready to roll, no major trips are in its immediate future.

Norfolk & We

Introduced in 1906 as heavy road power, they gained everlasting fame in the 1950s on a branch line mixed train



JOHN KRAUSE

Mention Norfolk & Western 4-8-0s to almost anyone, and the first thing that will come to mind will be O. Winston Link's pastoral images of the Abingdon Branch mixed train. From today's perspective, it's difficult to realize that when they were built in 1906, these charming little engines with the unusual wheel arrangement were heavy duty main line freight and coal haulers — the Y6b's of their day (the first N&W Mallet articulateds which would ultimately displace the 4-8-0s didn't come along until 1910). From the 1880s through the Turn of the Century, the standard heavy freight engine on the N&W was the 2-8-0 — with over 450 of them on the roster!

Midway through the first decade of the 20th Century, N&W management realized that they needed larger road power. The ubiquitous W2 2-8-0s, of which there were 195, delivered from Baldwin, Cooke, Richmond and Roanoke between 1902 and 1905, simply didn't have the power to handle the longer and heavier trains then being operated. Roanoke's solution was the 4-8-0 — essentially a 2-8-0 with a longer boiler.

Although the 2-8-2, with its large firebox riding behind the drivers, was a known design at the time and already in service elsewhere, N&W motive power men were reluctant to put the weight of the firebox on a trailing truck when it could be used over the drivers to increase adhesion. Thus, they opted for the 4-8-0 design, with the heavy firebox riding over the drivers and the relatively lightweight smokebox being carried over the four-wheel pilot truck.

From April 1906 through February 1907, 125 Class M 4-8-0s were delivered to the N&W, with road numbers 375-449 coming from the Richmond Works of the American Locomotive Company from June 1906 through February 1907 and the 450-499 built by the Baldwin Locomotive Works between April and August 1906.

The "Mastodon"

It should be noted here that some roads referred to the 4-8-0 wheel arrangement as the "Mastodon" type, while others called them "Twelve-Wheelers." On the N&W they were commonly referred to as "Mollies" — an obvious reference to the Class "M." (Even the "authoritative sources" don't agree on the Mastodon name; the *1925 Locomotive Cyclopedia* identifies the 4-10-0 as the Mastodon, while Alfred Bruce's 1952 *The Steam Locomotive in America* lists the 4-8-0 as the Mastodon and assigns no name to the 4-10-0.)

The 4-8-0 type was developed in the late 1860s by the Lehigh Valley (which called them Mastodons) and saw a lot of use on the Southern Pacific (which called the Twelve-Wheelers and classed them "TW"). Other Harriman roads like Union Pacific and Illinois Central used the unusual wheel arrangement in fair quantities, and it was represented on the Great Northern, Monon, Duluth & Iron Range and Butte Anaconda & Pacific — and in camelback form on the Jersey Central and the Delaware, Lackawanna & Western (where they were known as the "Brooks Hogs" and were notoriously over-powered for their weight and very slippery on the rails). With only one exception, the 4-8-0s never had drivers over 57 inches in diameter, keeping them in the same general speed range as the 2-8-0s they were usually called upon to replace (that "exception" was the Delaware & Hudson's monster 1933 experimental four-cylinder, triple-expansion compound *L.F. Loree* 1403 with a 500-p.s.i. water-tube boiler and 63-inch drivers).

Western's remarkable 4-8-0s

by Thomas D. Dressler

The N&W's new 4-8-0s

The Class M 4-8-0 was an improvement over the W2 2-8-0 in that the four-wheel pilot truck led the engine into curves with less restrictive effort and provided support for the larger boiler, with only a slight increase in weight on drivers, while a larger firebox (45 square-feet) provided an increase in steaming capacity.

The new boiler, of the extended wagon top design, included 242 flues of 2¼-inch diameter, 18 feet 4⅞ inches in length. The boiler of the earlier W2 2-8-0s contained 251 flues of the same diameter but which were 14 feet 6 inches long. Total heating surface for the M's was 2797 square feet, compared to 2300 in the W2. With nine less flues, each being almost four feet longer, the gain in total heating area was about 20% for the larger boiler. The crown sheet was radial stayed with one T-iron at the front end, and the rear flue sheet was unusually well braced. Very liberal spacing was provided in the water legs of the firebox; the mud ring was 5 inches wide at the sides, and the space increased to 7¾ inches at the crown.

The firebox was equipped with two arch tubes which consisted of steel tubes placed lengthwise in the firebox with the front end connected to the throat sheet. The tubes angled upward with the back ends fastened to the door sheet just below the crown sheet. Boiler water circulated through the tubes, which added more heating surface. High grade refractory brick was fitted between the arch tubes across the entire width of the firebox from the front to approximately two thirds of the way back, forming a barrier which forced the gasses to deflect back towards the rear of the firebox and then up and over the arch, reversing its path before entering the flues. This routing of the gasses allowed better combustion. By lengthening the path gases traveled and from added heat of the brick for ignition, gases had more time to burn more completely before entering the flues. (All subsequent N&W 4-8-0s would also have two arch tubes).

The ash pan was of the hopper type with cast iron bottom slides operated by an air cylinder and was equipped with sprinkler pipes supplied with water from the injector overflow.

The new engines were arranged with continuous driving equalization on each side. The second pair of drivers, being the main drivers, were fitted with "blind" (flangeless) tires, as was the number three set. Later, all M's were retrofitted with flanged tires on all drivers. The main frames were of cast steel 4½ inches thick with double front rails of wrought iron (this type of frame construction was more commonly known as the "single cast bar" type).

As built, the M's were equipped with 12-inch piston valves controlled by Stephenson valve gear and inside admission steam passages operating at 200 p.s.i boiler pressure, non-superheated. They weighed in at 200,000 pounds, with 168,000 pounds on the 56-inch drivers. Tractive Effort was rated at 40,163 pounds, with a sure-footed Factor of Adhesion of 4.23. Cylinders measured 21 inches (bore) by 30 inches (stroke) and were equipped with Alligator-type dual crosshead guides, as would be all of the future N&W 4-8-0s.

With the same 56-inch drivers and otherwise basically similar to the earlier W2 Class 2-8-0s which they were designed to replace, the 4-8-0s had one quite important change: the main rod was connected to the number two driver instead of the third driver. The shorter main rod afforded improved balancing with less dynamic augment and thus higher operating speeds.

"Outlaws"

The long boiler of the Class M extended completely through the cab to the rear wall, thus allowing the engineer and fireman very little opportunity to communicate, but as the engines were "hand bombers" with no stokers, the ashcat had little time to chat with the hogger, anyway. This type of "deckless" construction was soon banned by Federal edict, and up until the end of their use in the late 1950s, the M's were often called the "outlaws." When these Federal edicts were proclaimed, locomotives already in use

NORFOLK & WESTERN RAILWAY / THOMAS D. DRESSLER COLLECTION

THE NORFOLK & WESTERN Class M 4-8-0 was designed in 1906 as a heavy duty, main line freight locomotive. The 448 was the next to last engine of the class (375-449) delivered by Alco's Richmond Works in February 1907. Note the oil headlight, Stephenson valve gear, three air reservoirs mounted in the frame and the small tender. In June 1956, Richmond graduate 382 (**opposite**) was departing Lansing, N.C., on the Abingdon Branch mixed train 201; note the flanged stack spark arrestor, modern pilot, Baker valve gear and large twelve-wheel tender.

JOHN KRAUSE

could continue in service, but no new engines of like design could be built.

The N&W 4-8-0 cab is actually very similar to the "camelback" or "Mother Hubbard" design of the Anthracite region locomotives, except that the N&W cabs sat astride the conventional firebox instead of being placed ahead of the wide "Wootten" firebox of the camelbacks. Like the N&W deckless 4-8-0s, Jersey Central camelback 4-6-0s remained in service until the end of steam in spite of their Federal "outlaw" status. The famous East Broad Top narrow gauge 2-8-2s are also deckless.

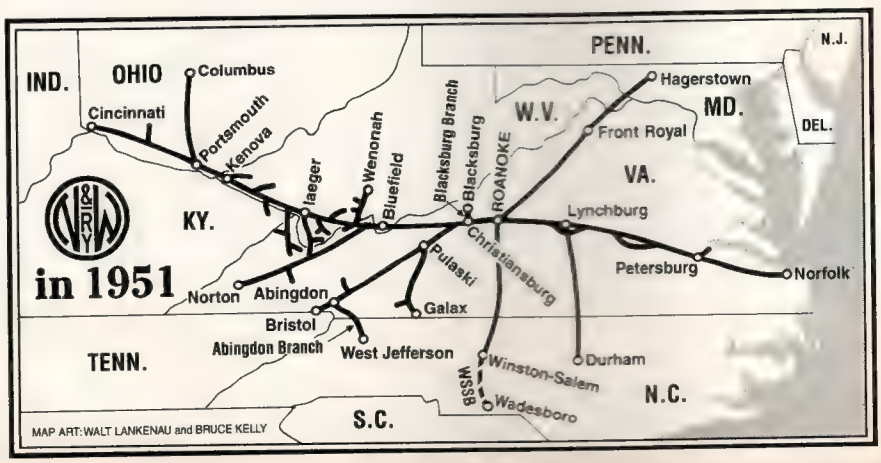
Because the boiler extended completely through the cab, a single small drop seat was provided for the engineer to use while operating the engine — the throttle, brake levers, injector controls and related items were within easy reach on the side and rounded top of the firebox. The long manual reverse lever, more commonly referred to as the "Johnson Bar," extended up through the floor and allowed cold air to enter the cab during winter operation.

There were two drop seats on the left side of the cab, one for the head brakeman and one for the fireman. A water glass, injector control and steam gauge were also located inside the cab on this side of the boiler.

The M's were equipped with dual lifting injectors, one mounted on either side of the firebox just in front of the cab above the running board (ICC regulations require that a steam engine be equipped with two feedwater devices). Feedwater entered the boiler through side-mount check valves. Three large-diameter air reservoirs were located between the frame rails with the upper portions extending above the top of the frame.

None of the M's were superheated as built, but the 382, 386, 439, 447, 457, 482, 493 and 495 were given this improvement in 1915. Numbers 429 and 459 received superheaters from engines 386 and 493 when those two were scrapped in the late 1920s.

During the 1930s, approximately 30 of the class received Baker valve gear, which increased the weight a few pounds (169,800 pounds. on drivers, 206,200 total engine weight). None were built with power reverse gear, but all were retrofitted under the terms of a late 1930s edict from the ICC which stated that all engines used in road service after September 1, 1937, with a weight on drivers of 150,000 pounds or over, shall be equipped with "a suitable type of power-operated reverse gear." This order included switch engines with over 130,000 pounds on drivers.



With the addition of a power reverse, the cold weather problem of the Johnson Bar slot in the cab floor was rectified.

The tender behind

Original tenders on the M's were N&W Class 6-A (6000-gallon, 10-ton capacity), but over the years many different classes of larger tenders were used. Many downgraded USRA 10,000-gallon, 16-ton tanks, N&W Class 10-A, delivered with the new K2 4-8-2s of 1919, and some of the Class 12-B USRA 12,000-gallon, 16-ton four-wheel-truck tenders were also used.

The largest tender used behind an M was the N&W-designed 12,000-gallon, 20-ton Class 12-A version which rode on six-wheel trucks. These huge tenders, fully loaded and tipping the scales at 225,500 pounds, were heavier than the locomotives that pulled them! Various tenders over the years had coal boards added for increased capacity.

Details, details

While delivered with the old-style pointed wooden "cowcatcher" pilots, many M's received the standard N&W horizontal boiler tube pilot. Towards the end, however, many received footboards for switching service.

As delivered, the M's had a lone single-stage air compressor mounted on the engineer's side above running board. Later this pump was moved to the left side, and a second single-lung pump was added. Subsequently many received a big cross-compound pump mounted through the left side running board.

As built, the boiler side running boards were level with the bottom of the cab out to the rear edge of the smokebox, with a short section mounted a few inches above the cylinders. Later, the short piece over the steam chest was raised to match the rear section, and a sheet steel step was provided to climb from pilot deck level. In many instances, an angled kick plate was fastened between the inside edge of the walkway and the boiler jacketing to prevent injuries to employees who might step into the opening.

The engines' original large, boxy and ornate oil headlights were mounted on a steel bracket near the top of the smokebox front, and most retained this location, albeit with a variety of smaller electric headlights over the years. The headlights had top or side illuminated number boards, and a round 17-inch cast bronze number plate adorned the center of the smokebox door (a few three-digit plates were 20 inches in diameter, and all four-digit plates on the later 4-8-0s were 20 inches). A notable few of the 1950s survivors had modern Pyle headlights lowered to the center of the smokebox door, and a cast iron rectangular number plate was hung on the front of the bracket.

EDWIN O. PEFS / THOMAS D. DRESSLER COLLECTION

CLASS M 444 wrapped up its career as the Portsmouth, Ohio, shop switcher; she is shown there in July 1956. One of only three M's sold to other railroads was the 485, which went to the High Point, Thomasville & Denton in 1928 and on to the AB&C before winding up as Atlantic Coast Line 7034 (**below**) in 1946. On the Abingdon Branch in June 1956 (**opposite**), the 382 is about to pass the water tank at West Jefferson, N.C., the south end of the line.

THOMAS D DRESSLER COLLECTION

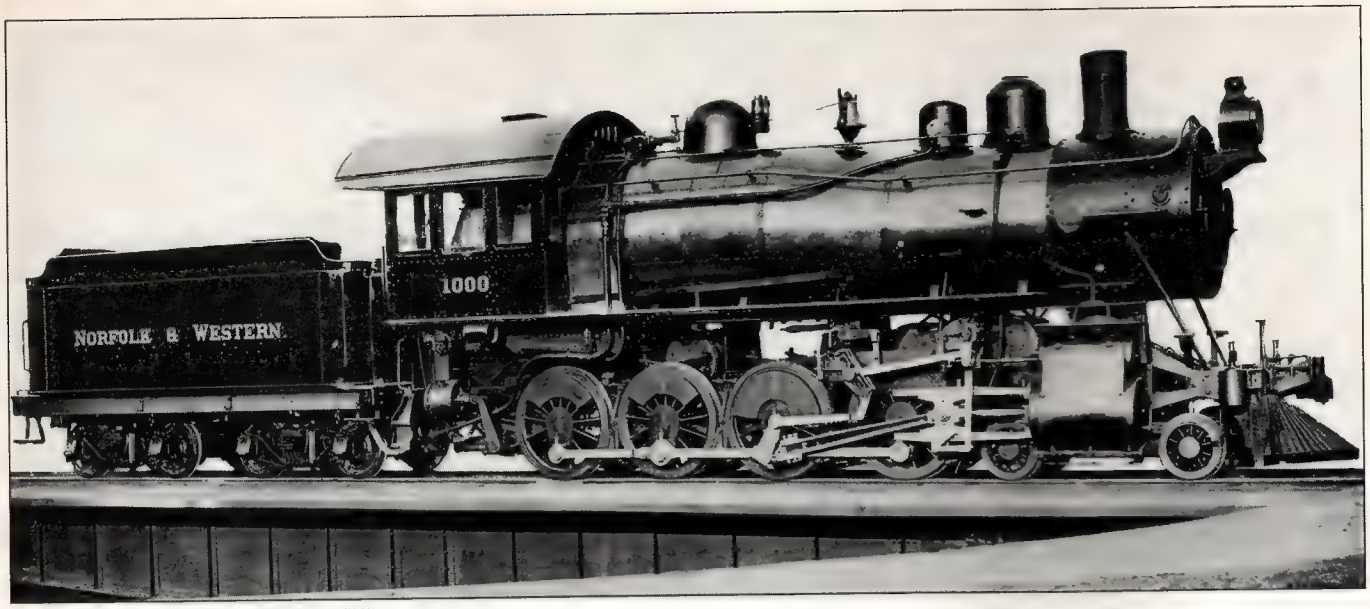
Over the years all M's were given electric lighting, Nathan mechanical lubricators, non-lifting injectors and other improvements.

Cylinders and steam legs

In later years, many of the M's and W2's, with their inside steam admission, developed cracks in steam passages of the cylinder half-castings with resulting leaks. To correct this problem, the passages were blocked off and new outside elbow-shaped steam pipes were added. Many N&W steam students like to suggest that only the engines with outside steam pipes were superheated, but this was simply not the case. Engine 429 was superheated and went to the torch with inside steam passages. Outside steam pipes had nothing to do with superheating. The 387 had outside steam pipes but no superheater. The Strasburg Rail Road's recently resurrected 475 has outside steam pipes but was never superheated.

Migrating Mollies

At least four M's were sold to other railroads. The 456 became Chesapeake Western 109 in April 1940, and the 411 became CW 110 in July of '41. The 485 went to the High Point, Thomasville & Denton in December 1928. About 1940 it went to the Atlanta, Birmingham & Coast as No. 34 and then to the Atlantic Coast Line as 7034 in January 1946.



THREE PHOTOS: N&W RAILWAY / THOMAS D. DRESSLER COLLECTION

Class M1: Engines 1000-1099

Following the success of the Class M's, an additional 100 similar locomotives were delivered during 1907. Of these M1's, the 1000-1049 were built by Baldwin and 1050-1099 by Alco/Richmond. Basically identical to the earlier M Class, the new engines were equipped with Walschaerts rather than Stephenson valve gear. They pulled the same small 6000-gallon, 10-ton tenders riding on archbar trucks.

Engine weight in working order was increased from the M's 200,000 pounds to 204,500 pounds, though the weight on drivers was actually reduced from 168,000 to 165,850 pounds. Tractive Effort was rated at 40,200 pounds, affording a good Factor Of Adhesion of 4.13.

The M1's were delivered with lifting injectors mounted in front of the cab on either side of the boiler, but unlike the M's, which later received non-lifting injectors, most M1's carried their original injectors until they were scrapped.

While numerous roads favored the Walschaerts valve gear and used it extensively, it proved distasteful to the N&W — a circumstance which would continue through to the end of steam design — and when the N&W started to weed out excess power, the M1's were the first to go.

The M1 used the same cylinders as did the M, and therein was a problem in that the centerline of the piston valve was two inches inside the centerline of the cylinders, and a rocker arm was needed to actuate the valve rod. Due to a poor design, scuffing between the link block and face resulted in excessive wear. It was virtually impossible to keep the valve gear in alignment and the valves properly set. Due to inadequately designed valves, the M1's were disliked by all concerned and were the first of the 4-8-0s to be removed from the roster.

The M1's had three air reservoirs located in the frame similarly to those of the earlier M's. As delivered, the M1's had a single-stage air pump on the left side, and shortly thereafter a second one-lunger was added. Later, most of the M1's got a cross-compound pump mounted through the left side running board.

None of the M1's were equipped with power reverse gear when delivered. Only the main driver was flangeless as built, but flanged driver tires were later added.

"Poor man's feedwater heater"

One unusual feature of the N&W M1's was the "poor man's feedwater heater." This device consisted of what appeares to be an additional small dome immediately behind the sand dome. Feedwater from the injectors was discharged through the check valves into the dome, which measured 18 inches in both height and diameter and was constructed of half-inch steel plate. The feed dome was filled with a series of horizontal baffle plates placed one above the other. Water entered the boiler from this dome through 61 one-inch diameter holes drilled through the boiler shell. Since part of the water entering the dome flashed immediately to steam, the impurities in the water were deposited on the dome's baffle plates instead of the inside of the boiler — and the plates were theoretically easier to remove and clean.

Apparently the use of the baffle plates was too expensive and didn't

JOHN B. ALLEN / THOMAS D. DRESSLER COLLECTION

THE WINSTON-SALEM SOUTHBOUND had Baldwin build four 4-8-0s, 200-203, in 1911 based on the N&W M1 design. The 200 was at Winston-Salem on June 3, 1939. Note the Walschaerts valve gear and distinctive "water dome" between the sand dome and bell.

THE SUCCESS OF THE CLASS M's led the N&W to order 100 more nearly identical machines in 1907. The first of the new M1's was Baldwin 1000 (**opposite top**). The M1's had Walschaerts valve gear and an unusual "water dome" between the sand dome and bell. The crew posed with M1 1013 (**above**) on a work train at Sargents, Ohio, on November 2, 1925. The 1138 (**below**) is one of the much larger M2's built by Baldwin in 1910.

work as well as expected, and the arrangement was later modified with four large holes replacing the 61 smaller ones in the boiler shell, and cut-off pieces of old boiler tubing replaced the baffles in the dome.

The "water dome" was modestly effective in pre-heating the water before it entered the boiler, but true feedwater heaters soon rendered it obsolete. While the water dome was tried experimentally on a few other locomotives, the M1 was the only entire class to be so equipped — and they continued to use the dome until scrapped.

The M1's received many of the improvements over the years, as did the M's, but only the 1092 was equipped with a superheater. Several of the class (1015, 1051, 1052, 1053, 1054, 1059, 1091 and 1092) received the outside steam legs like the M's. And like the earlier 4-8-0s, the M1's went through the wooden cowcatcher to boiler tube pilot to footboard transition. The entire M1 class was ultimately equipped with the larger Class 9-A 9000-gallon, 14-ton tenders.

The Southbound 200s

Winston-Salem Southbound was a 94-mile line that struck southward from the N&W at Winston-Salem to reach the Atlantic Coast Line near Wadesboro, N.C. It was owned 50-50 by the N&W and ACL and provided an important north-south link for freight and coal.

In January 1911 Baldwin built four 4-8-0s for the WSS that were identical to the N&W M1's, including the Walschaerts valve gear, water dome and even N&W 9000-gallon tenders. The Southbound engines were numbered 200-203, and the only unusual aspect of them is that Baldwin listed the weight and Tractive Effort specs for the WSS engines as identical to the N&W Class M, rather than the M1, to which they were externally identical. A beautiful Lucius Beebe action photo of Southbound 202 appears on page 66 of his famous 1947 book *Mixed Train Daily*.

The WSS 4-8-0s achieved a degree of infamy when two of them derailed and turned over while shoving a stone train, killing both engineers. The 200s were replaced before the end of steam with 64-inch-drivered Mikados, two ex-ACL and two bought new in 1925.

Class M2: Engines 1100-1160

While the M and M1 Class 4-8-0s were turning in excellent performances, the need for still larger power was being felt, and the concept of the eight-coupled road engine with most of its weight on 56-inch drivers was still regarded as a sound one. So even as the first N&W Mallet articulateds (Class X1 0-8-8-0s from Schenectady and Y1 2-8-8-2s from Baldwin — both also on 56-inch drivers) were on the drawing boards, plans were developed for a larger 4-8-0. The new "M2" 4-8-0s would mount a *much* larger boiler on the basic running gear of the M and M1.

The 50 new heavy 4-8-0s, numbers 1100-1149, were delivered by Baldwin in 1910 at a cost of $18,878 each including tender. Then during 1911 and 1912 the N&W's Roanoke Shops delivered three Class M2a's (1150-1152), two M2b's (1153 and 1154) and finally six M2c's (1155-1160). The first Mallets also arrived in 1910, with the 2-8-8-2 immediately proving itself superior to the 0-8-8-0 and setting the pattern for the N&W for the next 50 years. But the 4-8-0s were also there to stay.

While the new locomotives shared many common design elements and specifications with the earlier 4-8-0s (driver diameter and boiler pressure, for instance), their boilers were considerably bigger. And they appeared to be even larger yet, as the cab was moved back to a more conventional position *behind* the firebox, eliminating the deckless configuration.

Interestingly, while the boiler was bigger in diameter, the firebox grate area was increased only slightly from 45 to 47 square feet, though the cylinder bore was increased from 21 to 24 inches with the same 30-inch stroke. The Baldwin M2's were equipped with Walschaerts valve gear,

Total M2 engine weight was 261,100 in working order, compared to 200,000 for the M, with 213,200 on drivers compared to 168,000 for the M. The M2's Tractive Effort was rated at 52,300 pounds, an increase of 11,100 pounds over the M.

The M2's extended wagon top boiler measured 80 inches in diameter at the

first course and 91 inches at the dome course, compared to 70 and 80 inches respectively for the M. The M2's flue length was 18 feet 10 inches with a total of 386 2¼-inch tubes being used.

The firebox on the M2's was of the radial stay design with a vertical throat sheet and sloping backhead. The "ogee" (S-shaped) water leg side sheet design was dictated by the use of a somewhat narrower grate than would normally be found on a boiler of this diameter. The theory behind the ogee side sheet was that it would hold firebox failures to a minimum while combining a wide firebox with a narrow grate.

These hand-fired engines had a boiler heating area of 3922 square feet, with a firebox area of 182 square feet, providing a total heating surface of 4104 square feet, with no superheaters in the original Baldwin M2's.

When they first entered service, the M2's were very poor steamers due to an inefficient stack and exhaust stand design (a problem shared with the first N&W 4-8-2s of 1916). After an extensive series of tests, the front end design was modified, and performance improved dramatically on the 4-8-2s and M2 4-8-0s.

As built, the engines had two one-lung air pumps on the left side. The air reservoirs were above the valve gear hangers on each side with the running board segments elevated above them.

And since N&W was then embracing the theory that the engineer should control the water (since he would know exactly when he needed it, and the hand-firing fireman was often too busy to pay proper attention to the water) both of the lifting injectors were mounted ahead of the cab on the engineer's side. This practice would follow through to the end of steam on the N&W, and the engineer controlled the feedwater heater when those appliances were added in later years. (Excursion engines 1218 and 611 were modified to give the fireman control of the feedwater heater.)

Tenders behind the M2's were an all new design, Class 9-A, with a 9000-gallon water and 14-ton coal capacity riding on four-wheel archbar trucks. This tender would be the new N&W standard for several years and was used with all new engines until the first Y3 2-8-8-2s in February 1919 with their USRA tenders.

Over the years, the running boards on the M2's were raised to provide clearance for the power reverse, feedwater heater and relocated air pumps. A long, sharply angled stairway was added between the pilot deck and the front edge of the running board.

Roanoke-built M2's

Following delivery of the 50 Baldwin M2's in 1910, the N&W's Roanoke Shops constructed eleven more of the type between April 1911 and April 1912. These were basically the same as the original M2's but incorporated many improvements. The Roanoke M2's were divided into three sub-classes, based on their variations.

The three M2a's, 1150-1152, had Baker valve gear and Street stokers, while the two M2b's, 1153 and 1154, had Baker valve gear, Street stokers and distinctive Hobart-Allfree cylinders, whose polished inside passages and dead air space for insulation were expected to improve performance (the N&W was not overly impressed and later replaced them with conventional cylinders). The six M2c's, 1155-1160, had Baker gear, Street stokers, conventional cylinders and Type A superheaters — the first N&W 4-8-0s to be superheated and the last 4-8-0s to be built new. Within eight years, all of the Roanoke-built 4-8-0s were equipped with superheaters and reclassed M2c. None of the M2's was built with power reverse, but all ultimately received the appliance.

Cost figures in the company records for the M2c's are the same as those for the Baldwin-built M2's, but when one considers the added features such as stokers and superheaters, it is clear that building their own locomotives was less expensive than buying from the commercial manufacturers.

The entire fleet of large 4-8-0s was very unpopular with engine crews due to their rough riding qualities and poor steaming (even after the stack modification). As a result, the N&W never considered them to be good engines, although superheaters were added to all of the M2's between 1915 and 1919.

Like the rest of the 4-8-0s, the M2's went through headlight and pilot variations over the years, and the survivors got modern appliances like automatic train control, dual generators and Nathan Low Water Alarms. Many later received larger tenders.

Even in their modern variations, the M2's looked sort of like a "Pregnant Whale," with that huge boiler on the small running gear. The old high-mounted "ash can" headlights made them look particularly antique, though the later versions with the small, centered Pyle headlight and modern appliances took on a more dignified and brutish appearance.

The M2's were used as main line freight power at the beginning of their careers, but with the delivery of the Class Z 2-6-6-2s in 1912 and, of course, the later Y-Class 2-8-8-2s, the M2's were gradually bumped to lesser duties, although many remained in main line time freight service until the K3 4-8-2s arrived in 1926.

Very few M2's were used in passenger service, although a few did power the mixed train on the 118-mile Lynchburg-Durham line. All were eventually downgraded to branch line and finally switching duties.

Tonnage and the 4-8-0s

Tonnage ratings for M Class 4-8-0s and W Class 2-8-0s eastbound between Petersburg and Norfolk was 1000 tons, while an M2 was allowed 1750 tons in slow or drag service. Westbound ratings were 1050 and 1850 tons respectively. While an M and W were given the same tonnage rating, an M could accelerate its train much faster and maintain a higher top speed.

The May 29, 1921, Scioto Division employee's timetable shows an M2 in coal train service rated at 3600 tons

THREE PHOTOS: THOMAS D. DRESSLER COLLECTION

N&W PHOTO: RAILROAD MAGAZINE COLLECTION

THE M2's HAD MUCH BIGGER BOILERS mounted on essentially the same running gear as an M. The 1147 (**above**) shows a modernized version with compound air pump, Worthington feedwater heater and the large tender. The 1132 (**opposite left**) was at Clare roundhouse at Cincinnati; note the two non-lifting injectors under the engineer's side of the cab. The M2's had a conventional rather than deckless cab like the M's and M1's. The 1105 (**below**), seen at Hagerstown, Md., demonstrates the full modern look with centered headlight and footboards. Wise Coal & Coke (**bottom**) of Dorchester, Va., bought the 1148 in February 1957 and converted it to the "14" by chiseling digits off the number plate.

End of the M1's

While the M1's were used interchangeably with the M's, they were less popular with the railroad, and scrapping, which began in 1925, depleted their ranks much sooner than the older M's. Only 19 M1's were in service by 1937, with the final nine stricken from the roster following WW II. In 1948, the 1070 was the last M1 to go.

No N&W M1's were preserved, but several were sold over the years. On December 18, 1928, the 1022 and 1053 went to the High Point, Thomasville & Denton, retaining their N&W numbers.

On October 21, 1940, the 1056 became Norfolk & Portsmouth Belt 25, with the 1019 and 1034 following on September 5, 1942, as N&PB 26 and 27, respectively. On March 2, 1943, the 1077 became Chesapeake Western 111, with the 1091 following on September 28, 1943, as CW 112, the 1060 in October 1943 as CW 113 and the 1017 on November 22, 1945, as CW 114.

from Williamson to Portsmouth and 3100 tons from Portsmouth to Joyce Avenue in Columbus over the ten-mile 0.32% Kingston hill north of Chillicothe.

Over on the Cincinnati line, an M was restricted to 1750 tons with a pusher up the hill from Lawshee to Mt. Zion. Nothing larger than an M or W was listed in this table for the Cinnci "Peavine" branch at that time.

The proposed M3

There is a fascinating side note to the saga of the N&W 4-8-0s. The ultimate expression of the M series, the M3, would not have been a 4-8-0 at all!

The M3 was proposed in a drawing dated April 10, 1911, just about the time the first Roanoke-built M2's were on the erecting floor. It was to have been a massive 2-10-0 with the same 56-inch drivers used on the entire series of 4-8-0s. The M3 was to be a few inches longer than the M2 but weighing in at a whopping 325,000 pounds, with 300,000 of that on the drivers! Tractive Effort calculated out to 71,400 pounds. The M3 boiler was to have been 97 inches in diameter at its dome course and most likely would have been superheated.

One can only speculate why the M3 never got beyond the preliminary diagram stage, but it's safe to bet that the N&W had concerns over the potential tracking and riding characteristics of the ten-coupled engine and was already looking at the compound articulated as the key to future freight locomotive development. Ironically, the last 2-8-8-2 built by N&W in 1952, Y6b 2200, had 58-inch drivers, only two inches larger than the 4-8-0s.

End of the M2's

Only two of the M2's were sold for further use. The 1140 went to the Durham & Southern in May of 1939, where it kept its original number. The 1148 went to the Wise Coal & Coke Company at Dorchester, Va., near

Norton, in February 1957. By chiseling off the outboard 1 and 8 from the front number plate, N&W 1148 became Wise Coal & Coke 14.

On the roster from 1910 until 1957, the last M2 in service, 1115, was given a Class 3 rebuilding in May 1954, had new boiler lagging applied on April 10, 1956, and was retired a year later in May 1957. Thus the Pregnant Whale era ended on the N&W — although, amazingly, three still survive! Two Baldwin M2's, 1118 and 1134, and Roanoke M2c 1151 were sold in 1959 as scrap to Virginia Scrap Iron & Metal in Roanoke and are still on the property, albeit in deplorable condition.

The "Automatic Switchers"

Two of the 1910 Baldwin M2's were involved in one of the most bizarre experiments to ever leave the Roanoke Shop: the "Automatic Switchers." In an effort to produce a non-polluting steam switcher capable of 24-hour service, in 1945 the N&W grabbed M2 1100, which happened to be in the shop for overhaul, and equipped it with automatic firing controls and a forced-draft smokebox fan. They wrapped the whole thing in a semi-streamlined jacket and covered the tall domes with a skyline casing — which on the M2's 1910 profile looked very top-heavy and downright ridiculous. The noble experiment involved removing the superheater and retubing the boiler (while retaining the 200 p.s.i. pressure), as well as extending the smokebox to accommodate the 42-inch, seven-blade, turbine-driven, chrome-plated draft fan.

The 1100 went to work at Lambert's Point in Norfolk, where it was able to remain in service 18 to 20 hours per day with reasonable success. Only the exhaust fan was a serious problem, as it suffered excessive wear from fly-ash.

Meanwhile, the 1112 was selected to receive similar modification, while including some improvements suggested by the 1100's service record. Though it was outwardly a near twin to the 1100, the 1112 had a much-improved draft fan and a larger firebox with circulators. In 1947 the 1112 was put to work in Roanoke, and both of the Automatic Switchers remained in service until the ex-C&O 0-8-0s were delivered in 1950. So popular were the 0-8-0s that the 1100 and 1112 were stricken from the roster in 1951, even as Roanoke continued to build new conventional 0-8-0s of its own.

HAROLD K. VOLLRATH / THOMAS D. DRESSLER COLLECTION

THE SECOND "AUTOMATIC SWITCHER" was the1112, rebuilt by Roanoke Shop in 1947, was externally a virtual duplicate of the 1100, but it included many internal differences. The engine had automatic firing controls and was intended to work nearly 24 hours a day.

Bumped from the yards

With the purchase of the 30 C&O 0-8-0s in 1950 and the building of 45 additional 0-8-0s at Roanoke, the need for any 4-8-0s, large or small, as yard engines was virtually eliminated. While the M1's were long gone, a fair number of the orignal M's was still around, but the majority of those left on the roster were soon retired.

Fifteen M's survived early dieselization because they were needed for branch line work, and that handful gained everlasting fame on the "Huckleberry" mixed on the nine-mile Christiansburg to Blacksburg, Va., branch and the legendary 55-mile Abingdon Branch from Abingdon, Va. (just northeast of Bristol) to West Jefferson, North Carolina.

THOMAS D. DRESSLER COLLECTION

THE LAST M TO SURVIVE off the branches was the 451, assigned to Joyce Avenue in Columbus, Ohio, where it was photographed on January 12, 1957.

The last Class M to operate in regular service on the N&W, other than those on the Abingdon and Blacksburg branches, was the 451, which was held at the Joyce Avenue Yard in Columbus, Ohio, to protect the daily yard job which had to cross the light and rickety Cleveland Avenue bridge into the downtown area to serve the freight house and several large industries. The through truss, built in 1893 by the Edgemoor Bridge Works of Wilmington, Delaware, survived until 1991 when a highway project resulted in its removal. At that time, it was believed to be the oldest original N&W bridge in service.

Nothing heavier than a Class M was allowed on the bridge, but with the delivery on May 8, 1957, of steam-generator-equipped GP9 767, the 451 was soon out of a job. By making a few changes in reporting times of the yard crews, the passenger Geep could handle Trains 33 and 34 between Columbus and Portsmouth at night and then work daylight hours on the "Lower Yard" job. The 451 last operated in late May of 1957 and was the last of the Mollies on the Scioto Division. Alco T6 switchers took over the Columbus job in early 1959.

Branch line to fame

The saga of the N&W 4-8-0s contniues in color on page 58.

The 1995 R&LHS Railroad History Awards

by William L. Withuhn

The winners of the 14th annual Railroad History Awards were presented at the Railway & Locomotive Historical Society's Annual Banquet on May 6, 1995, at the Gateway Hilton in Newark, New Jersey, hosted by the New York Chapter. This year, a $250 honorarium was included with each Award.

The Gerald M. Best *Senior Achievement Award* was presented to Don L. Hofsommer of St. Cloud, Minnesota. High school teacher, railroad company employee and consultant, college professor and administrator, prolific writer of articles and books, for 20 years a principal in the Lexington Group and editor of its *Quarterly*: Don Hofsommer has been all these things and more. With nearly 50 articles published, three books edited and seven books written (including histories of the Katy, SP, GN, the Quanah Route and the Grand Trunk), Don has been a prodigious contributor to the field of railroad history. As well as a scholar and teacher, Don has been for over two decades one of our community's visible *leaders*, an advocate for public history who moves with equal ease in both the academic and business worlds. The award honored that long-standing leadership.

The Fred A. and Jane R. Stindt *Photography Award* was presented to John F. Humiston, a name not widely known in our field. Yet, since 1931, John has been quietly photographing the railroad scene in the U.S. and Canada, building a massive documentary collection (nearly 40,000 images in over 60 years of photography — 18,000 b&w and 12,000 Kodachromes). With his large-format 616 size camera or, since 1951, with his 35mm, John has traveled in 49 states and ten Canadian provinces making photographs of exacting high quality. Some have been published in books by Hilton, Bradley, Dolzall and Lavallee, among others. John's career in engineering, first for United States Steel and later for the Chicago Transit Authority, bred a meticulous approach to his photography, both in its vast scope and, as importantly, in its long-term organization and care. John knows that one of the ongoing tragedies in the field of railroad photography is that so many great photograph collections, built over lifetimes, are eventually lost or broken up. To his great credit, John intends that this will not occur to his collection, and he has planned carefully for its future. The Society honored not only John's superb craft over so many years but also his foresight in ensuring the permanence of his legacy for future generations.

The George W. and Constance M. Hilton *Book Award* is for a work published during the three-year period preceding the Award (for this year, 1992 through 1994). This year's nominees were: Walter Grande, *The Northwest's Own Railway - Spokane, Portland & Seattle and its Subsidiaries, Vol 1*, Grande Press, 1993; George H. Drury, *Guide to North American Steam Locomotives*, Kalmbach Publishing Co., 1993; Stephen B. Goddard, *Getting There: the Epic Struggle Between Road and Rail in the American Century*, Basic Books, 1994; John Merriken, *Every Hour On The Hour*, LeRoy O. King for Central Electric Railfans' Association, 1993; Greg McDonnell, *U-Boats*, Boston Mills Press, 1994; Carlos A. Schwantes, *Railroad Signatures across the Pacific Northwest*, University of Washington Press, 1993; Thomas T. Taber III, *Guide to Railroad Historical Resources: United States and Canada*, four volumes, published by author, 1993; Anthony W. Thompson, Robert J. Church and Bruce H. Jones, *PFE: Pacific Fruit Express*, Central Valley Railroad Publications, 1992; Frank N. Wilner, *The Amtrak Story*, Simmons-Boardman Books, 1994; William L. Withuhn, *Rails Across America: A History of Railroads in North America*, Smithmark Publishers, 1993.

The 1995 winner was *Railroad Signatures across the Pacific Northwest*, by Professor Carlos Schwantes, who teaches at the University of Idaho and has been writing and editing books about the Northwest — eleven at last count — since 1979. *Railroad Signatures* is a splendid example of something that has been happening more frequently of late: a first-class general historian and writer tackles the railroad as subject and produces a refreshingly insightful work. *Railroad Signatures* is a stellar contribution to both scholarly and popular audiences: well-written and lavishly produced, the book tells the story of railroading's indelible imprint, its "signature," on everyday life in America. Schwantes tells engagingly of the railroads' crucial role in immigration, town building, industry and tourism — the effects of which persist to this day in the Northwest. To help tell his story, Schwantes has assembled a gorgeous array of period photographs, posters and other graphics. The University of Washington Press has outdone itself in displaying this visual trove, producing one of the most handsome books seen in our field in many years.

The David P. Morgan *Article Award* is for an outstanding article published during the two years preceding the Award (this year 1993-1994). The 1995 nominees were: Mark Aldrich, "Safe & Suitable Boilers: the Railroads, the ICC and Locomotive Safety, 1900-1945," *Railroad History* 171, Autumn 1994; Ted Benson, "Mileposts and Memories - Down a Dusty Beet Road," RAILFAN & RAILROAD, November 1993; Ted Benson, "Milwaukee Road - Before the Storm," *Trains*, September 1994; Michael W. Blaszak, "Chicago & North Western: Evolution of a Survivor," *Trains*, April 1994; Brain F. Coffey, "Boston's South Terminal Station: An Electric Traction History." *Railroad History* 170, Spring 1994; Preston Cook, "SD45: EMD's Muscle Machine," RAILFAN & RAILROAD May, June and July 1993; Andrew Dow, "Is There Really a Railroad Preservation Movement?" *Locomotive & Railway Preservation*, May/June 1994; Fred W. Frailey, "Indian Summer of the City Streamliners," *Trains*, October 1994; Mark Reutter, "The Great (Motive) Power Struggle: the Pennsylvania Railroad vs. General Motors, 1935-1949," *Railroad History* 170, Spring 1994; Mark Reutter, "The Lost Promise of the American Railroad." *Wilson Quarterly*, Winter 1994; James A. Ward, "Railroads in the American Context." *Railroad History* 171, Autumn 1994.

The 1995 winner was "The Lost Promise of the American Railroad," by Mark Reutter, a work distinguished by a the fine combination of extensive new research in primary sources together with a lively writing style. This article was about the attempt in the 1930s to revitalize the passenger train with diesels and stainless steel, but it is more. The real centerpiece of the article is the heavy-handed, post-war intervention by government that hamstrung railroads' attempts to innovate while pouring billions of subsidy dollars into highways and airports. What is particularly noteworthy is that Reutter does not make his case based on mere polemics or assertion; he argues based on his new research into contemporary government reports, industry data and first-hand sources.

Changes are in the works for 1996: A process is being developed to permit all R&LHS members to participate in the nominations, and the *Photography* and *Senior Achievement* awards will be given in alternating years, while *Book* and *Article* awards will continue annually.

MIKE DEL VECCHIO

THE R&LHS AWARD RECIPIENTS were (l-r) Carlos Schwantes, Donald Hofsommer, Mark Reutter and John Funniston, shown with Morristown & Erie president Ben Friedland (banquet speaker) and awards chairman Bill Withuhn.

ABOVE: STEVE JESSUP / LEFT: T.O. REPP

MAIN LINE RAILROADING IN OREGON

by Steve Jessup

It's a few minutes after noon at Cruzatte, a siding a little more than 4000 feet in elevation sitting high above Highway 58 in the Cascade Mountains of Oregon. In the distance, EMDs can be heard working uphill. The noise gradually increases, and after several minutes, a headlight comes into view. Soon, the train rounds the curve and passes by with three Southern Pacific units in command. Behind the two SD40T-2s and one SD40 are numerous orange and white trailers sporting such names as Schneider and May — even J.B. Hunt.

Welcome to the 1990s version of Oregon railroading.

Not so long ago, one might have seen a number of heavy trains loaded with lumber and forest products moving south and east out of the "Beaver State." Now, the main lines cater to time-sensitive freights that pompously parade in front of the ever-present evergreen

SOUTHERN PACIFIC PTPCX, the Portland to L.A. *Pacific Coast Express*, was working around a curve at Cruzatte (**top**) behind a typical power set. That's a Union Pacific westbound (**left**) at Cascade Locks on the Columbia River, photographed from "The Bridge of the Gods" toll span.

KODACHROME: KEITH E. ARDINGER

THE COLUMBIA RIVER GORGE is where BN and UP operate side-by-side. On October 10, 1989, SD40-2 6754 leads a BN train out of Wishram, Wash., across the river (**above**) to head south on the old Oregon Trunk. The BN (ex-SP&S) main is visible on the far side of the Columbia (**below**) as a Portland-bound UP train races along west of Rowena, Oregon.

trees which once symbolized the heart and soul of railroading here.

Speaking of evergreens, about half the state is covered by forests, and many construction projects in the West and across the U.S. — even in Japan — can be traced to the wood products that come from the populous Douglas-fir, Hemlock and Ponderosa Pine trees found in the region. In recent years, the forest products industry has toppled, which has led to the closing of many mills, and that has triggered the trimming of several branch lines.

What's left on today's railroad map of Oregon isn't much more than the trunk of two major railroads, the Union Pacific and the Southern Pacific. Burlington Northern serves the state as do short lines, but the BN's presence is greatly overshadowed by the "dynamic duo" of UP and SP.

The stage belongs to UP and SP, and

KODACHROME: STEVE JESSUP

KODACHROME STEVE BROWN

SALT CREEK TRESTLE feels the weight of the two tunnel motors and two SD45s on a northbound SP freight that is dropping down off of the Cascade Mountains near Heather siding on September 1, 1991 (**left**). Farther north, along the Columbia River, three UP SD40-2s take a doublestack train east at Ruthton Point on July 2, 1994 (**below**).

"Main Line Madness" is the name of their game as they furiously dash to and from the state's largest city, Portland. Known as the "City of Roses," Portland (population about 450,000) is the starting point in this overview of Class 1 railroading in Oregon.

KODACHROME KEITH E. ARDINGER

Burlington Northern

When it comes to train watching in Oregon, BN stands for "Barely Noticeable." The nation's largest railroad has a yard — Lake Yard — just north of Portland Union Station, which serves as an arrival/departure point for trains moving east and west or north and south through Washington. Two miles north of Lake Yard, at Willbridge, BN trains take a right turn to cross the Willamette and Columbia rivers before entering Vancouver, Washington.

Running east out of Vancouver, the ex-Spokane, Portland & Seattle main along the scenic Columbia Gorge to Pasco is divided into two sections: Portland/Vancouver to Wishram (106 miles) and Wishram to Pasco (126 miles). At Wishram, the BN stretches its only main line in Oregon south through the heart of the state all the way to northern California. This line is BN's biggest play here and certainly one of the better chronicled railroad segments in the Northwest.

In 1909, SP&S subsidiary Oregon Trunk Railway started working its way south through the canyons of the Deschutes River to Bend, 151 miles from Wishram. Nearly two decades later, the Great Northern extended the line 69 miles to Chemult, where it ran into the Southern Pacific. GN's intent was to reach Klamath Falls, Oregon, and eventually Bieber, California, but SP's intent in completing the Natron Cutoff between Eugene and Klamath Falls two years earlier (1926) was to head off its potential competitor. Through trackage rights on SP, the Great Northern gained access to Klamath Falls, and by 1931, the GN

MAIN LINE RAILROADING IN OREGON

realized its goal of linking the line to the Western Pacific at Bieber, 89 miles from Klamath Falls.

To this day, the "Inside Gateway," as it's known, has never handled the amount of traffic that was initially envisioned. At present, BN sends two daily freights each way between Wishram and Klamath Falls. Southbound 671 and 681 originate from Pasco and Portland respectively, and counterpart trains 672 and 682 move northward from Klamath Falls

South of Klamath Falls, the BN operates one train — symboled as a local — to Bieber, where it exchanges with the Union Pacific.

The Burlington Northern hauls mostly lumber and wood products and also handles some intermodal business on the line. Motive power on the route includes the usual SD40-2s plus a variety of GP units and the cabless GE B30-7As. Long gone are the SP&S Alco Century 636s, 424s and 425s that once shared this line with FA's and RS3s.

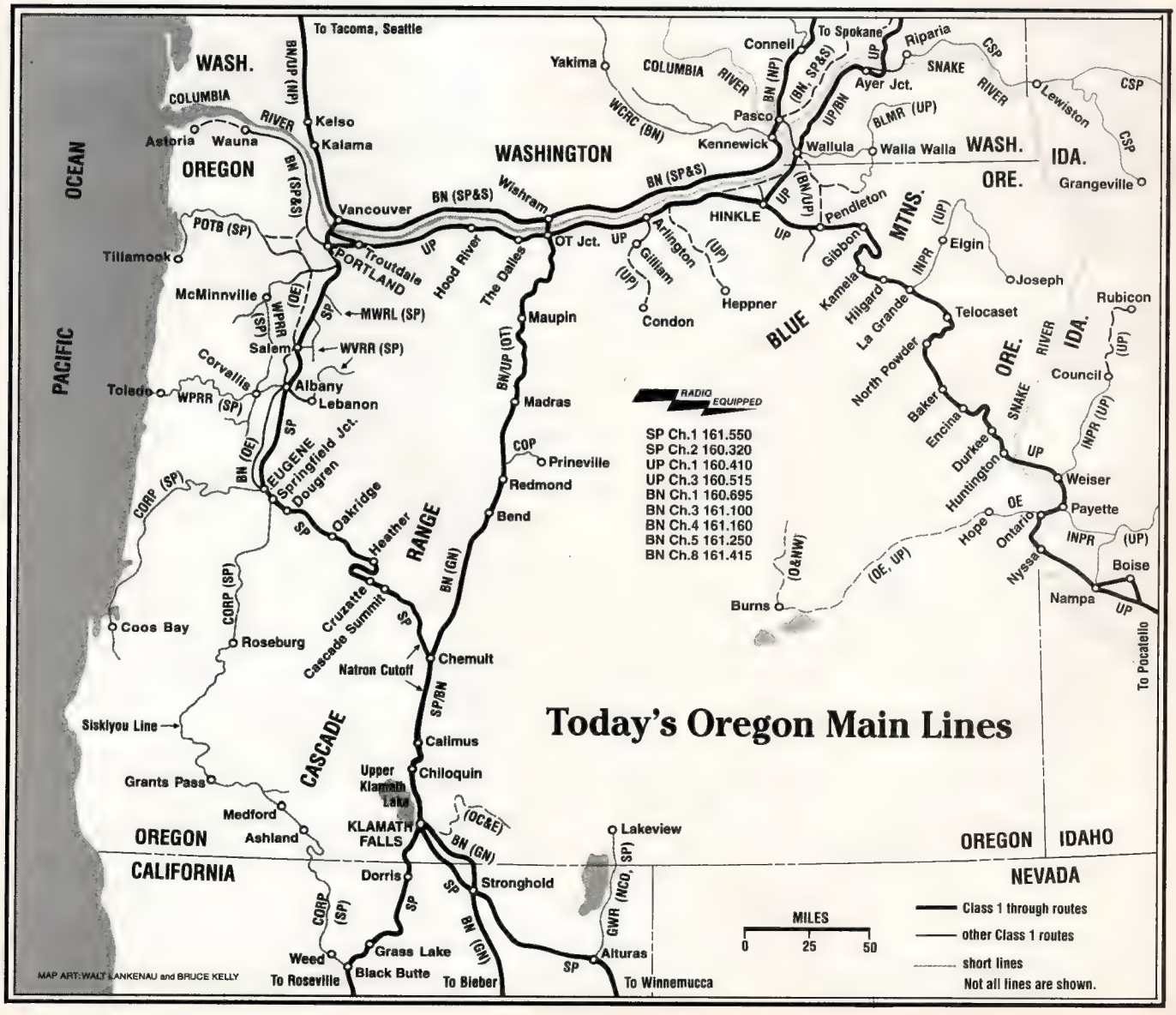
Union Pacific

UP predecessors Oregon Short Line Railroad and the Oregon-Washington Railway & Navigation Company joined segments in eastern Oregon during the mid-1880s to form what is now a very busy corridor between Seattle/Portland and Granger, Wyoming, where it meets UP's main line funnel to Cheyenne.

Across the Willamette River from BN's Lake Yard in Portland is Union Pacific's Albina Yard, where the nation's second largest railroad can send traffic north to Seattle or to points east on its route through the Columbia Gorge on the Oregon side of the river. Leaving Portland, UP trains can exit either end of Albina Yard to go east. The south line out of Albina meets the north line at Troutdale, 16 miles east of the city. (The north line from Albina to Troutdale is about four miles longer.)

From Troutdale, the main darts through Cascade Locks and Hood River before reaching The Dalles — a 60-mile stretch. Just west of The Dalles, the single main turns to double track and stays that way for some 20 miles. Leaving The Dalles, the railroad consumes ten miles to Oregon Trunk Junction (generally referred to as OT Junction), where UP's Bend Branch splits off the main and merges with BN's line to Bieber. Union Pacific has trackage rights over the BN to Bend and operates a local train on the route.

From OT Junction to Hinkle (a distance of 90 miles), UP has fast track with a maximum speed limit set at 70 m.p.h. Hinkle is the site of UP's huge and very impressive automated classification yard. Dedicated on June



TWO PHOTOS: T.O. REPP

23, 1978, Hinkle Yard handles 25 to 30 daily trains and also marks the southern end of UP's main line to Spokane, Washington, and Eastport, Idaho, where the railroad interchanges with CP Rail System.

Continuing east from Hinkle, UP follows the Umatilla River for 30 miles to Pendleton and runs an additional 21 miles to a little spot known as Gibbon, where the rails turn south to climb the west slopes of the Blue Mountains. The distance to the summit at Kamela is roughly 34 miles, and a 2% ruling grade exists on the last 13 miles. Once over the summit, trains descend a 2.2% grade for eleven miles to Hilgard. This is the steepest part of the Blue Mountains. The line bends around a few curves before coming into LaGrande, which is seven-and-a-half miles downhill from Hilgard. The last four miles are double-tracked.

It should be noted here that the Union Pacific is trying to ease congestion on the mountain by completing a double-track project. At one point, the railroad entertained the idea of tunneling beneath the Blues to expedite traffic.

Situated on the west side of the Grande Ronde Valley, LaGrande is ranch country and home to some 12,000 people. It used to be home to UP's Joseph Branch — now operated by the Idaho Northern & Pacific as far as the town of Elgin. LaGrande is also the base for helper operations over the Blues.

With one hill down and two to go, the double-track UP main, which comes back to single track just five miles east of LaGrande, heads southeast to tackle the second summit at Telocaset, 22 miles out of town. The grade is 1.5% uphill for the last ten miles and 1% down the eastern side for nine miles to North Powder.

Twenty miles east of North Powder at Baker, the UP starts its climb to the third summit at Encina. This ten-mile stretch includes a 1.5% grade, but the real test comes on the downhill side between Encina and Durkee. This section is 17 miles long and includes a 2.2% grade, as well as a fascinating horseshoe curve just west of Durkee.

It's 21 miles from Durkee east to Huntington, and a couple of miles east of Huntington, the UP main jumps across the Snake River into Idaho. In general, the line follows the river southward for approximately 40 miles before heading back into Oregon at Ontario. The route continues south out of Ontario for more than ten miles, and finally at Nyssa, the rails cross the Snake River again and leave Oregon for good on the way east to Caldwell and Nampa, Idaho.

There's hardly a dull moment on the Portland and LaGrande Subdivisions of the Union Pacific. The parade includes hotshot TOFC/COFC trains between Seattle/Portland and Chicago; general merchandise freights running Seattle-Hinkle, Seattle-North Platte, Portland-Hinkle, Hinkle-Nampa, Hinkle-Pocatello, Hinkle-North Platte and Hinkle-Los Angeles; double-stack container trains between Seattle/Tacoma and Chicago for shippers APL, Maersk, K-Line, Mitsui and Evergreen; and grain traffic between the central U. S . and the Pacific Northwest. Other commodities that ride UP rails in Oregon include soda ash, autos and fruit.

Amtrak's *Pioneer* races east and west three days a week with stops in Portland, Hood River, The Dalles, Hinkle, Pendleton, LaGrande, Baker and Ontario.

Helper service exists in the Blue Mountain region, but things aren't quite as dramatic as in years past. Two to five mid-train helpers used to be a common practice on the line, but now, two-unit pushers are used on most of the trains that need assistance. UP's new "distributed power" radio-control slave sets have also been working over the Blues since 1994 on some of the heavier trains.

Unlike its railroad neighbors to the north, Union Pacific is not afraid to show off its new power. Wide-nosed safety cab C40-8s and SD60Ms, plus the regular, "spartan cab" versions of those units, dominate the big yellow scene. There are still lots of SD40-2s around, plus a few C30-7s. GP38s handle many of the UP locals and much of the yard work, and you may find them in a main line consist. Anything is possible on the UP, and pool power from C&NW and SP is common. CSX, NS, Conrail, BN, Soo Line and others can be seen, too.

Southern Pacific

The last great train robbery of the old West ... 4449 ... black widows ... SD9s ... grey and red tunnel motors ... branches ... semaphores on the Siskiyou Line. The strongest images of Oregon railroading are associated with the Southern Pacific. Its Oregon connection began when the California & Oregon Railroad (which was acquired by the Central Pacific in 1870) built a line north through northern California and

MAIN LINE RAILROADING IN OREGON

southern Oregon. By late 1887, the railroad had reached the southwestern Oregon town of Ashland, where it met the Oregon & California Railroad (acquired by the SP at that time) which had built a line south from Portland.

In 1909, the SP built from Black Butte, California, to Klamath Falls, then in 1926 the railroad completed its line from Eugene to Klamath Falls. This main, known as the Natron Cutoff, turned out to be a much better route for the SP, with easier grades and curves than its older Siskiyou Line to the west. SP also built rails in a southeastern direction out of Klamath Falls to connect with the Overland Route in Nevada.

In addition to the storied main lines, several branch lines grew out of the trunk between Eugene and Portland. With all of this freight activity, SP seemed to be *the* railroad of Oregon. Lately, that has changed because SP has spun its branches off to new short line operators. Now, SP's map through the state looks pretty much like it did in 1887, with a simple main line running north and south.

From Brooklyn Yard on the south side of Portland, the SP main takes off for the state capital of Salem 49 miles away. Another 68 miles brings the line to Eugene, which served as the hub for SP operations in the state. Just south of the yard, SP's old Coos Bay Branch heads west out to the Oregon coast, and five miles ahead at Springfield Junction is where the Siskiyou Line makes its way south. The Coos Bay and Siskiyou lines were turned over to the Central Oregon & Pacific on December 31, 1994.

To the east, SP must conquer the Cascade Mountains via Willamette Pass. The 40-mile cruise southward from Springfield Junction to the town of Oakridge isn't too bad as no grade is greater than 0.8%. But, from Oakridge to Cascade Summit, it's a different story. Eight miles out of Oakridge, the grade rises to a maximum 1.8%, and from there on, it's never less than 1.5%. Just past Heather siding (16 miles from Oakridge), this unique main line makes a U-turn over Highway 58 and Salt Creek and travels back westward while climbing the side of the hill. Seven miles up, the line rounds another horseshoe curve through Tunnel 16 and then clings to the side of the mountains for the remaining 19 miles to Cascade Summit.

The SP actually conquers the Cascades at Pengra Pass, which is about a mile south of Willamette Pass. State Highway 58 uses Willamette Pass, but the Willamette name is generally applied to the railroad's crossing of the mountain as well.

The SP main is basically flat for the next 33 miles to Chemult. The same is true for the final 74 miles to Klamath Falls, although there is a noticeable nine-mile drop of between 0.6% and 0.8% from Calimus siding to Chiloquin.

The SP main exits Oregon 15 miles south of Klamath Falls and eventually connects with the Siskiyou Line at Black Butte, California.

As mentioned in the beginning, the traffic scene on the Southern Pacific has changed. Heavy freights are still entering and leaving the state, but SP is quickly developing a reputation for moving Interstate 5 truck traffic in an effective manner. Schneider, May, J.B. Hunt, Dole and Interstate are just some of the names that have jumped aboard SP's highway on rails between Portland and Los Angeles. The fastest of these high-priority movements are the *Pacific Coast Express* trains which are running just as fast as Amtrak. There's also TOFC/COFC service between Oakland and Portland.

Amtrak's northbound *Coast Starlight* runs the length of the state during daylight hours, while the southbound version dashes south from Portland to Eugene in the afternoon and makes its way over the Cascade Mountains during the evening. Stops include Portland, Salem, Albany, Eugene, Chemult and Klamath Falls.

The Cascade Line is a helper district, and SP will often cut in five-unit helper sets at mid-train. The location where helpers are added may vary between Eugene and Oakridge, although Dougren (17 miles east of Eugene) is a popular spot. After being cut out at the summit or a little beyond, helpers usually return light but will occasionally assist a downhill freight.

A wide variety of power can be seen on the some 20 daily trains on SP's main line. SD40T-2s, SD45T-2s, GP60s, GP40s, B39-8s, B40-8s, SD40s, rebuilt SD45s and the new wide-cab GE and EMD units are most common. SD9s and all of Rio Grande's various units are constantly roaming around, and if that isn't enough, UP and BN units are frequent visitors, as are many leased units wearing different paint schemes. CSX, Conrail, NS, Illinois Central and Montana Rail Link can be seen as well. Those who love to photograph wild consists know that SP never met a foreign unit it didn't like.

ON THE OREGON TRUNK, an SD40-2 and GP35 take BN freight south over the Deschutes River (**left**) near Oakbrook on July 18, 1990. On August 25, 1982, between Cruzatte and Frazier, SP helpers descend the Cascades (**below**) between tunnels 7 and 8.

Central Oregon & Pacific

As for the Siskiyou Line, RailTex of San Antonio acquired it last November, and subsidiary Central Oregon & Pacific Railroad now moves freight over the rollercoaster route which runs southward from Springfield Junction through Roseburg, Medford and Ashland, Oregon, to Weed, Calif., near Black Butte (300 miles). The CO&P's greatest challenge, of course, is getting

MAIN LINE RAILROADING IN OREGON

over the Siskiyou Mountains south of Ashland, where grades in excess of 3% exist in a few places.

If you're interested in Siskiyou Line operations, it's reported that the CO&P has big plans to move freight over the line and restore through-train service (May 1995 RAILNEWS). Interstate 5 follows the route from Eugene to Ashland, and Roseburg, Grants Pass, Medford and Ashland are good places to stay. There are still a few semaphore signals in place, but they are disappearing fast!

Oregon Railfanning

A great resource for railfanning in this region is the *Oregon Atlas and Gazetteer* put out by DeLorme Mapping. The atlas is nicely detailed and sells for $15.00 or less at most books stores. Or, order direct with your credit card by calling 800/227-1656.

Interstate 84 follows the Union Pacific from Portland all the way east to Ontario. The freeway parallels the main through the Columbia River Gorge out to Hinkle. From Hinkle to Ontario, there are many places where the railroad is separated from the freeway, but there are many other roads that follow the rails. Hood River, The Dalles, Pendleton, LaGrande, Baker and Ontario are good places to stay, and the first two locations are close to Burlington Northern main line action on the northern banks of the Columbia River.

To watch the Southern Pacific, use Interstate 5 from Portland to Eugene, or better yet, you'll be next to the main using Highway 99E (Pacific Highway). Out of Eugene, take Highway 58 (Willamette Highway) over Willamette Pass. East of Oakridge, you'll definitely want a detailed map, and a four-wheel drive vehicle is recommended if you use the National Forest Development Roads to train watch at the remote sidings of Wicopee, Fields, Frazier, Cruzatte and Abernethy. Highway 58 meets Highway 97 north of Chemult, and 97 parallels the railroad to Klamath Falls and the Oregon/California border. Eugene, Oakridge and Klamath Falls are best for accommodations, and there are plenty of camping spots in the Cascades.

If you want to capture the Burlington Northern in action, follow Highway 97 north from Klamath Falls to Bend, Redmond and Madras. At Madras, the railroad splits away from the highway, and several miles north, you may want to take Highway 197 to Maupin, where the road meets the rails and the Deschutes River. North of Maupin, Highway 216 (Sherars Bridge Highway) leads back to the river. Continuing north on 197 will eventually lead you to The Dalles and the Columbia River Gorge. From there,

T.O. REPP

take Interstate 84 east to Oregon Trunk Junction, where the rails connect with the UP and BN main lines. Bend provides the best accommodations, and remember that UP also operates a freight on the line from Bend northward.

Oregon is a great place to visit any time of year. In the winter, it's very wet in the western half of the state and cold in the eastern half and through the Gorge. Late spring through early fall may be best for rail photographers. The days are long, and the weather is generally cooperative.

Back on the hill at Cruzatte, SP 8520 makes its way up to Abernethy and Cascade Summit while detectors below are being set off by another uphill freight, this one led by a D&RGW unit.

Yes, Oregon railroading has changed. Most of the UP, SP and BN branch lines have been sold off or abandoned. And, on the main lines, not only do we see more time-sensitive freights and different units, the wait between trains isn't as long as it used to be.

DURKEE LOOP is circumnavigated by a westbound UP train approaching the Blue Mountains on June 16, 1984 (**left**). Three Dash 8-40Cs take UP trailers west through Gresham on February 25, 1990, (**below**) with Mt. Hood looming in the distance. On SP's Cascade main, three units climb across Salt Creek Trestle (**above**) on October 13, 1994, and two P32-8BWHs take Amtrak's *Coast Starlight* through Fields (**bottom**) on July 3, 1994.

THREE KODACHROMES: KEITH E. ARDINGER

Branch Line to Fame

by Thomas D. Dressler

When eminent rail photographer O. Winston Link ventured into N&W country during the late 1950s for his famous series of steam portraits, he was captivated by the Abingdon Branch and its "Virginia Creeper" mixed train. Thanks to Link's photo story in the July 1957 *Trains* Magazine, this branch off the Radford Division, which at 3577 feet of altitude, reached the highest elevation of any passenger-carrying rails east of the Rockies, was soon famous for its scenery and 4-8-0s.

However, it was not Winston Link who "discovered" the Abingdon Branch; the first publicity about the line was in a story by H. Reid and August Thieme in the October 1952 *Trains & Travel* entitled "Here Comes the Train." The four-page article featured a ride behind 4-8-0 495 and included a couple of classic scenes. Railfans were so rare down there at the time that the Railway Express messenger thought that the train-chasing Reid and Thieme were hold-up men casing a job! While a few alert *Trains* readers picked up on the story and began to visit the line, it wasn't until Link's coverage that it achieved its "legendary" status.

Tonnage ratings for an M on the Abingdon Branch operating on mixed trains 201 and 202 was restricted to 325 tons between Taylor's Valley and White Top southbound and 350 tons northbound between White Top and West Jefferson — doubleheading was required if the freight cars exceeded five (a red combine and coach were a normal part of the consist). When the smaller Class C 2-8-0s were used on this line, tonnage was one-third less.

Incidentally, the local mountain is "White Top," two words, while the N&W employees timetable showed the station at Milepost 33.6 as "Whitetop," one word — but the building itself was lettered WHITE TOP, two words! It is also

KODACHROMES ROBERT F. COLLINS, EXCEPT AS NOTED

PHOTOGRAPHER BOB COLLINS caught some classic action views of the Abingdon Branch on September 7, 1957, as 4-8-0 429 on southbound Mixed 201 passed a church (**left**) in Damascus, Virginia, and 14.4 miles and 1246 feet of elevation later, approached the depot at Green Cove (**above**). on a 3% upgrade. The 429 turned at West Jefferson and was headed home for Abingdon and Bristol (**below**) with Mixed 202 at White Top later that afternoon.

unusual that the line to West Jefferson was listed in the timetable as the "Abingdon Branch," named after its point of departure from the Radford Division main line. The "Blacksburg Branch" out of Christiansburg, on the other hand, followed the traditional style of naming a branch for its destination.

Because of the altitude and occasionally dry farm and forest land along the Abingdon Branch, the 4-8-0s assigned there (382, 396, 429 and 495) were equipped with large "sunflower" or "flanged stack" cinder screens, which gave the locomotives a distinctly antique appearance in spite of modern, centered headlights on some of them. The Blacksburg engines had much smaller and less noticeable cinder caps.

Even though GP9s replaced the 4-8-0s in December of 1957, the legend of the Abingdon Branch continued to grow with the 1958 release of Link's record album, *"The Fading Giant,"* which captured the sounds of the 4-8-0s for the generation that just missed the steam in person. While the mixed was discontinued in 1963, Geeps continued to handle a weekly local freight over the branch until 1977. Today, 4-8-0 433 rests on display under a protective roof alongside the branch right-of-way at the edge of Abingdon. It is one of only two M's that survived beyond 1958.

The ultimate survivor: 475

Perhaps the most memorable M was the 475, assigned to the Blacksburg Branch out of Christiansburg. Early in 1957, to celebrate the 75th anniversary of N&W predecessor Shenandoah Valley, the N&W dressed the 475 with fake diamond stack, older style headlight and brass boiler bands and replaced its large Class 12-B 12,000-gallon tender with a smaller USRA one-piece, cast steel, open-bottom N&W Class 10-A, 16-ton, 10,000-gallon tank. She was displayed at several locations in Shenandoah Valley lettering and then returned to N&W identity to lead a railfan triple-header on the Blacksburg Branch with sister M's 449 and 405 in September 1957. The 405 pulled the last steam-powered Blacksburg train on July 25, 1958, and the branch was abandoned on August 9 after only two weeks of diesel operation.

The 475 had been chosen because she was in excellent condition and was one of the smallest, lightest and oldest locomotives available. The much smaller Class G1 2-8-0s numbers 6 and 7, used on the Honaker Branch, had been donated for permanent display in 1955 to Roanoke and Bluefield, respectively. The 475 was the last M to receive class repairs, having had new flues and lagging applied on June 18, 1957.

The 475 was held by the N&W for a short time for display and then sold to an individual in Holsopple, Pa., where she sat for many years before being sold to the Illinois Railway Museum and then to the Boone & Scenic Valley in Iowa, where she was rendered surplus by a brand new Chinese 2-8-2 in 1989.

On January 1, 1991, the 475 was purchased by the Strasburg Rail Road in Pennsylvania, where she was overhauled and returned to service — but that's our story for next month!

THE ABINGDON BRANCH was noted for its many bridges, including the trestle at Clear Creek Junction (**above**), where Mixed 201 was seen on September 7, 1957. Later that day, the 429 was heading home with Mixed 202 (**below**) at Smethport, N.C. Strasburg Rail Road survivor 475 (**bottom**) was working a photo freight at Leaman Place, Pa., on May 20, 1995.

FUJI VELVIA: JIM BOYD

BY JIM BOYD

O. Winston Link on the Abingdon Branch

When O. Winston Link was doing his marathon photographic project on Norfolk & Western steam in the late 1950s, his efforts were devoted primarily to night work, where he could "control" the light and create dramatic scenes out of the otherwise ordinary. But Winston fell in love with the rural charm of the Abingdon Branch, with its 4-8-0s, mixed trains and folksy surroundings — and the Abingdon Branch did not run at night! As a result, his N&W photo coverage seems to be divided into two distinctly different fields of work: action at night and the Abingdon Branch in daytime.

While the night work has already been the subject of an N&W-sponsored softcover book (*"Night Trick,"* 1957) and a magnificent coffee table hardcover (*Steam, Steel & Stars*, 1987, recently released and currently available in softcover at $19.95), his Abingdon coverage was limited to a *Trains* feature in July 1957 and the jacket of his *The Fading Giant* record album. Until now.

This summer, from July 22 through October 1, 1995, the William King Regional Arts Center in Abingdon, Va., will have 25 Link photos on display as part of a black & white exhibit entitled "Tracking Transition: Appalachian Landscape Photography (1955-1995)." The Link collection will be in the United Company Gallery at the Arts Center at 415 Academy Drive in Abingdon. The hours are Saturday 10:00 a.m.-3:00 p.m.; Sunday 1:00-5:00 p.m.; closed Monday; Tuesday, Thursday and Friday 10:00 a.m.-5:00 p.m. and Wednesday 10:00 a.m. to 9:00 p.m. Admission is free. Major funding for the project was provided by Norfolk Southern Corporation and the United Company.

Many of the photos of the Abingdon Branch in the exhibit have never been published before but will be included in Link's second book, *The Last Steam Railroad in America*, which will be available October 1, 1995, for $49.50 through major book stores (it will be distributed to retailers from Harry N. Abrams, Inc., 100 Fifth Avenue, New York, NY 10011, and we encourage you to ask your local book store or hobby dealer to stock it). Winston tells us that it includes an extensive section on the Abingdon Branch as well as a wealth of never-before-seen night work and some fascinating day/night comparison images, and a surprise look at some of his non-N&W railroad work. Winston's long-time friend Tom Garver wrote the text, and the 144-page oversize-format book includes 100 black & white and 24 color photos.

Geeps on the Abingdon Branch

Back in April 1974 RAILROAD MODEL CRAFTSMAN editor Tony Koester and I made a trip to photograph the N&W's Abingdon Branch, which at that time was running "daily except Sunday, Monday, Tuesday, Wednesday, Friday and Saturday" with GP9s on a local freight with a caboose instead of a mixed with a combine. The story of our trip was written up in the September 1975 issue of RMC under Tony's byline and the title "Reflections on the Abingdon Branch." The eight-page article includes some interesting steam/diesel comparison photos in black & white and color and a complete description of every car on the train that day, what it carried and where it went. At that time we never imagined that we'd ever see an N&W 4-8-0 in service like we have today with the 475 on the Strasburg Rail Road.

THE DEPOT ATTIC AT STRASBURG
209 GAP ROAD, ROUTE 741
STRASBURG, PA 17579

DRESSEL RAILWAY LAMP & SIGNAL CO. 1926 CATALOG OF RAILWAY LIGHTING EQUIPMENT. Reprinted & annotated by Dreimiller. Great reference!$21.95
Santa Fe "Mimbreno" oval platter, 9-3/8 inches, made by Syracuse, full B/M, VG $145
DL&W "Zephyr" teaspoon, 6-1/4", good used $30
D&RGW Pueblo Div. employee TT #163 7/6/52 shows narrow gauge service Alamosa-Chama, Chama-Durango; Farminton/Silverton Branches, VG ..$10
ILL. CENT. pre-1909 annual pass. Color logo $20
B&A Boston Div. dispatcher's sheet. Giant size, our choice of date from 1956 or earlier $10.75
LV Dietz "VESTA" lantern, T/M frame is painted black, 4-1/4" green etched "L.V.R.R." globe $250
PAN AM AIRLINE 1962 calendar, full pad, VG. ..$45
BURL & MISSOURI RIVER cancelled 1870s stock .$12
CHESSIE SYSTEM 1969 Operating Rules, EX. .$8.75
UNITED STATES TELEGRAPH CO. large brass uniform button. Bold, raised letters "U.S.T. CO.", made by Evans and Co. of Attleboro, MA, VG. $16
TRAINS MAGAZINE 1969, complete year $20
NORFOLK & WESTERN 1977 folding system map. $12.50
PRR green insulator, cast "P.R.R." on top. $12
B&M Dressel 3-lens marker lamp. A few dings/dents, but complete and generally good. $150
WE CARRY 100'S OF NEW BOOK TITLES IN STOCK
PHONE (717) 687-9300

STEAM SPECIAL VOL. 2

Steam Special Vol. 2 will follow five steam engines. Southern Railway's green 2-8-2 4501. That will be followed by Norfolk and Western's 4-8-4, 611. Then we follow a double header with two Nickel Plate 2-8-4's 587 and 765. Then west for Sierra Railway's Shay #2. 44 Minutes. $24.95
NY STATE RES. ADD 8.25% STATE TAX.
ADD $3.00 PER ORDER SHIPPING
HI-IRON RAILROAD VIDEOS
PO BOX 780155, MASPETH, NY 11378

ATTENTION RAILROADERS!
Learn more about the important history of Logging, Standard, Street Car Line and many other trains. Don't just admire them, learn about them.
Call, Write or Fax:
Trade Days and Special Events
P.O. Box 35, Strasburg, OH 44680-0035
Fax #: 216-878-6710 - Phone #: 216-878-5774

RAILROAD SCREEN SAVERS for Windows®
6 Color Steam Photographs $14.95
6 Color Diesel Photographs $14.95
Your Own Photos or Slides (6) $39.95
ADD $2.75 PER ORDER S&H
ALL CREDIT CARDS ACCEPTED
BERKSHIRE PRODUCTIONS
PO BOX 1851, E. LANSING, MI 48826
TEL: (517) 485-2633 FAX: (517) 485-7467
Dealer Inquiries Invited

FULLY ESCORTED RAIL TOURS
CANADIAN ROCKIES
COLORADO
CALIFORNIA
NEW ENGLAND
GRAND CANYON
VERDE CANYON
NEW ZEALAND
MEXICO
TIVOLI TRAVEL
1-800-870-2095

For a complete listing of all our railroad books, please check out the *BOOK DEPOT* on pages 30 & 31.
Carstens Publications

STEAM ERA CLASSICS

Black & White 8" x 10" photos from original negatives Circa 1935. Available are: 20th Century Hudson, NYC Pacific/Hudson, CNJ "Blue Comet", CNJ Camelback, PRR K-4 #3768, PRR GG1 #4849, RDG "Crusader", B&O Royal Blue", Southern PS4, C&O #471, SP "C.P. Huntington," NY Trolley, LV Diesel, More to come! Shipped **postpaid** in 3-ring plastic sleve. $6.95 each. ALLOW 4 WEEKS DELIVERY
Send Check/M.O. to:
VINTAGE VIEWS DEPT 1-C
8 DEER TRAIL, FLEMINGTON, NJ 08822

Have a heart!

Over the past year I had begun to notice that I would get very tired if I tried to walk too fast or exert myself too much. Being 53 years old and not exactly in the best physical shape, I wrote it off to middle age. One of my diving friends, a doctor, strongly suggested that I take a treadmill "stress test" to check my heart condition; my regular doctor agreed.

On April 10 I went in for the stress test, which went "abnormal" at the high end, and I was rolled out in an ambulance as a cardiac patient — the ambulance ride was all of 200 yards from 101 Madison Avenue to 100 Madison Avenue, the Morristown Memorial Hospital, right across the street! A week of testing revealed some arterial blockage that resulted in a triple-bypass heart operation the following week. I was very lucky in that I'd never had a heart attack, and there was no muscle damage — but the doctor said that the next warning I would have gotten could have been sudden death.

Five days after the operation I was out of the hospital and on my way home and back to work on a reduced schedule within a week. Mike and Bruce did an excellent job of getting out the July issue in my absence.

My recovery has been amazingly swift. In mid-May I spent the entire Baldwin Field Day on my feet and felt great at the end of a very long session. The increase in energy was evident immediately after the operation, and I feel better now than I have in a couple of years.

I wouldn't volunteer to do it again, but the whole thing has been a surprisingly uplifting experience. I'm already changing my diet (I *really do* like "grilled chicken breast" and am thankful that the nearest Steak 'n' Shake is over 600 miles away) and will be developing a workable exercise program. I got my "wake-up call" and feel like they just handed me another 20 years of life. It's a remarkable gift, and I have every intention of making the best of it.

My thanks to all of you who sent cards and messages. One of my favorites carried the return address, "Wake Hoaglund; 1027 N. 7th Street; Milwaukee, WI 53233." The card said, "So your body has finally realized what your friends have known for years: You're Sick!" It was signed by the entire *Trains* Magazine staff ("Wake Hoaglund" was a pen name used occasionally by their late editor David P. Morgan). Of course, Hal and Phyllis Carstens sent me a *Far Side* card showing a burning building about to plunge over a waterfall and the comforting message: "Don't worry about the office!"

The "Baldwin Field Day"

Upwards of 200 railfans invaded the Pureland Industrial Park in Bridgeport, N.J. (south of Camden), on May 13, 1995, to photograph two genuine Baldwin switchers in their natural working environment. Both are employed by SMS Rail Service which operates Pureland's two-plus miles of track. (We featured SMS in our March 1995 issue.) The occasion was a "Baldwin Field Day" (BFD), sponsored by R&R and the northern New Jersey-based *Railpace* Newsmagazine, who split the cost of the crew's wages for a day, while SMS supplied the fuel and plenty of cooperation. The admission was free, and the photo stops were chosen and groomed by *Railpace*'s Carl Perelman and R&R's Mike Del Vecchio.

The SMS Baldwins are two DS4-4-1000s: the 1293 (built as Copper Range 101 in 1947) and the 1494 (built as PRR 9069 in 1949). While both are 1000-h.p. DS4-4-1000s, the older 1293's prime mover is an eight-cylinder, normally aspirated engine that exhausts through four individual carbody stacks. Units of this style were commonly called "church-organ Baldwins," and when they idle, you can see the exhaust puffing from the alternating stacks like a 1000-h.p. calliope burbling out the music of Eddystone. The 1494 has a newer six cylinder, turbo-charged engine that exhausts out of one stack, like the more popular S12s.

Railfanning is:

Wondering how Homer Hill got a room with a view of NJ Transit's commuter line at Morristown Hospital while you got a view of the parking lot.

Switch List

CLASSIFIED ADVERTISING: 53 cents per word, minimum order $6.36. Count all initials, abbreviations (COD, SASE, PO, 8mm, 5 ξ 7, it's, etc.), numbers and address components as one word. Zip code free. Fourth consecutive insertion of same ad free upon request. Classified ads are payable in advance, and payment must accompany ad copy. Ads will be placed in category deemed most appropriate; requested categories will be considered. Ads using a PO Box number must supply a street address for our records. Classified ads are noncommissionable. CLOSING DATE: 10th of month three months preceding date of issue, i.e. Feb. 10 for May issue. Send all classified ads to: RAILFAN & RAILROAD, CLASSIFIED AD DEPT., PO Box 700, Newton, NJ 07860-0700. Ads sent to other departments may be delayed or lost. All ads are subject to the approval of the publisher. Ads are set in standard 6 point type with first word capitalized. Large type bold face classified ads are available at $1.25 per word, minimum $15.00.

ANNOUNCEMENTS

HELP REINSTATE the Floridian. Post Office Box 850, Huntsville, Alabama, 35804. 1295

ATLANTA, GEORGIA, August 26, 1995, Southeastern Railroadiana Collectors' Eighteenth Annual Railroadiana/Model Train Show. Over 350 tables. Georgia International Convention Center, South of Atlanta Airport, adjacent Sheraton Gateway Hotel. 9:00 A.M. to 4:00 P.M. Admission $4.00, tables $30.00. Information LSASE to: Martin, 4183 Paran Pines, Atlanta, GA 30327. 995

BOOKS & PUBLICATIONS

TRACING THE DENVER SOUTH PARK & PACIFIC. A detailed 46-page mile-by-mile guide for tracing the roadbed of the DSP&P from Denver to Leadville and to Gunnison. Points of interest are keyed to photographs in available books. $7.95 postpaid (Indiana residents add 5% sales tax) from: Robert K. Bain, 3142 Soldiers Home Rd., West Lafayette, IN 47906. 1195

WHISTLE OVER THE MOUNTAIN: A new book about the Little River lumbering/railroad in the Great Smoky Mountains. 192 pages, maps, photos, drawings, ROW galore! $25.50 including S/H: Graphicom Press, PO Box 6, Yellow Springs, OH 45387. 995

RAILFAN TIMETABLES: Designed like employee timetables with all railroads, including shortlines, in one handy book. Complete with rosters, maps, frequencies and symbols. Everything you need trackside! Five editions: California $17.50, Pacific Northwest (OR/WA) $14.50, Rocky Mountain (CO/UT/NV) $14.50, Southwest (AZ/NM) $11.25, Intermountain (WY/MT/ID) $13.25. Altamont Press, PO Box 754-R, Modesto, CA 95353-0754. 895RARE AND OUT-OF-PRINT railroad book list. 55 cents and SASE to: Edward Tepper, 169 Notch Rd., Granby, CT 06035. 203-653-6627. 995

RARE OLD interurban publications available, list 50 cents. Nevin, 11 Wisteria, Syosset, NY 11791. 895

A GREAT BOOK! *THE RAIDERS' CABOOSE* by George Matheson. 224 pages with over 100 Kettle Valley Railway stories that you will read many times over and then pass on to someone else. 30 illustrations. $20.00 delivers author signed copy anywhere in North America, postage included. Kettle Valley Publishing, Inc., RR#2, Site 2, Comp. 19, Lumby, B.C. Canada, V0E 2G0. 1095

LIMA SUPER-POWER STEAM LOCOMOTIVES. Authentic, original 1946 53 page hardcover builders catalog. Includes, NKP, PM, RF&P, DT&I, Berkshires, $39.95. Excellent condition. SASE for brochure. Lima Books, PO Box 528453, Chicago, IL 60652. 1195

U.S. RAILROAD TRAFFIC ATLAS - city, state, and system traffic density maps, plus Amtrak, commuter and tourist line. Maximize vacation time! Pre-publication special $19.00 postpaid if ordered by July 15, $27.00 after, (CA add tax). Ladd Publications, Box 1671, Orange, CA 92668-0671. 1195

EXCURSIONS

"NEW" COLORADO RAILROAD EXPEDITION! 6,7, AND 12 day Expedition thru September. Travel rugged Colorado high country aboard comfortable 4x4 vehicles along abandoned RR grades to historic railroad sites with the West's most comprehensive "High Iron" tour. Ride up to five historic Rocky Mountain Railroads: Georgetown Loop, Leadville, Colorado & Southern, Pikes Peak Cog Railway, Cumbres and Toltec, and Durango & Silverton. Depending upon tour selection, journey to Alpine Tunnel, the Argentine Central on Mt. McClellan, Rollins Pass, Gilpin Tram, Hagerman Pass, Phantom Canyon, Silverton's three little lines, the RGS's Ophir loop, and much more! Historic hotels or B&Bs, meals, museums, and all excursions included. American West Expeditions, PO Box 2975, Durango, CO 81302. 800-770-1886. 995

DIXIE LAND SPECIALS. Chattanooga to Northwest Georgia destination on C&C Railway (old CofGA) on selected Saturdays April - October; some steam using SRR 4501. Call for reservations. Also visit and ride local train (hourly 6 mile roundtrip) daily April - October; steam on weekends and in Summer. Locomotive charters available. Tennessee Valley Railroad, Chattanooga, TN.1-800-397-5544. 995

NOVEMBER 11, 12, 1995, Rare mileage (ex RI) U.P. Streamliner excursions. Roundtrips from Oklahoma City Union Station. November 11: OKC-El Reno and/or OKC-Shawnee (Coach $40, Dome $60, each trip). November 12, OKC-Enid (Coach $65, Dome $95). CORC, PO Box 6620, Oklahoma City, OK 73153-0620. 1095

OCTOBER 7TH: Mt. Rainier Scenic Railroads presents, "Mike Double-Header," with newly restored Alco 2-8-2T, #17, and the Porter #5. Departing Elbe at 10 A.M., excursin travels to MRSR shops at Mineral, back through Elbe for lunch, then a round trip to Eatonville. Photo opportunities, special run-bys, and shop tour included. Coach seats $70.00, First Class $100.00, seating is limited. Reservations required by mail or phone, 360-569-2588, fax 360-569-2438, Visa, M/C and Discover accepted, or write to: MRSR, PO Box 921, Elbe, WA 98330-0921. 1095

FOR SALE

STATION MASTER #27 5 feet tall, New York 3rd Ave. "L", perfect condition. Coal/wood. Phone 914-666-9257. 795

OLD STOCK CERTIFICATES! Catalog plus three beautiful certificates $4.95, also buy! Ken Prag, Box 531T, Burlingame, CA 94011. 415-566-6400. 396

Since the best lighting on SMS is in the afternoon, the day was to begin at 2:00 p.m. We had planned four settings of about an hour each, and there was lots of room for adjustment. SMS took advantage of the event and invited their present and potential customers for a picnic before the BFD crowd arrived, and the picnic food was then available all day at reasonable prices.

As the event began, SMS general manager Jeff Sutch informed us that Heritage Bag would need a "drill" at 2:00 p.m. This was revenue work and just the thing to turn a railfan day into legitimate railroading. The 1293 disappeared to work Heritage, and when it reappeared we turned that episode into a photo pose while the 1494 put our photo train together. Later, a run to the interchange with more "live" freight provided other photo opportunities.

Improvising for the sake of photos was the name of the game. At Yokohama Tire, a string of tank cars blocked the planned shot. When the photo freight arrived, the Baldwins shoved the tank cars into the Yokohama siding, posing for photos in the process. They returned to the photo train for two more poses, and a potential annoyance was turned into another photo opportunity.

The next location was a clean, three-quarter lit wedge in an open field. In bright sunshine, they pulled our ten-car train with the brakes applied just enough to make those Baldwins bark. We all heard, first hand, that a working Baldwin doesn't increase much in r.p.m.s — the engine just gets louder!

At another location we split the pair and had the 1494 head onto the Day Products siding while the 1293 remained on the main with our train. After that, the SMS crews wanted to break for dinner, so we assembled the Baldwins in a nose-to-nose pose in honor of the Sierra Railroad, the well-known and recently sold California gold country short line which was famous for running its Baldwin S12s "glass ends out." The nose-coupled pose was held throughout the dinner break, and then the units were again reversed to be back-to-back. The train headed to the runaround track at Johnson & Johnson where the pair was again split and posed together on separate trains. Side-by-side runbys were held for the videographers.

The night shots took place at Johnson & Johnson and near the Sharptown Road crossing. The assemblage of Lumedyne high-power strobes was our biggest yet,

next in month RAILFAN & RAILROAD

•THE 1995 DINNER TRAIN GUIDE: On The Menu columnist Jim Porterfield surveys dinner trains across the country.

•RESTORING 4-8-0 475: Kurt Bell gives us an inside look at the Strasburg Rail Road's rebuilding of ex-N&W 475.

SEPTEMBER 1995 ISSUE ON SALE AUGUST 1

A ROLLS ROYCE OF CABOOSES! Bangor and Aroostook C67, a rare 46' side door caboose, completely restored and in Imron paint. Equipped for coal, propane, or electric heat. Serious inquiries only! 201-829-0040. 895

MISCELLANEOUS

INTERESTED IN MAINE two foot gauge? Come join us! Wiscasset Railway Museum, Sheepscot Station, Alna, ME 04535-0252. 1295

RAILROAD HOT LOGO PINS, $2.00 each. Patches $1.00. Write for free list to: Vic's, PO Box 90042, Portland, OR 97290. 1095

RAILROAD ART

DR. WEBB'S PRIVATE TRAIN ON TWITCHELL BRIDGE, full color limited edition prints commemorating 100th anniversary of Adirondack division of New York Central S/N on 22"x 28" archival stock, $75.00. NY residents ad 8%. Postcard sample available or see NYC Historical Society 1995 calendar. Robert Partridge, Artist, 3 Mapledale Road, New Hartford, NY 13413. 315-724-1748. 895

RAILROAD AUCTIONS

APRIL & OCTOBER: America's Premier Railroadiana auctions are conducted twice yearly by the Dept Attic. Consign your quality items. One piece to an entire collection. Highest possible prices realized with competitive consignment rates means larger returns for your collectibles. Mail bids accepted Benefit from the knowledge and experience of America's largest and oldest Railroadiana firm. Information: Depot Attic, 377 Ashford, Dobbs Ferry, NY 10522. 914-693-5858. 995

RAILROADIANA

MAIL SALE - RAILROAD BOOKS, maps, employee and public timetables, calendars, 35mm slides, etc. For list send $1.00. Tom Murray, 519 Banyan Circle, Walnut Creek, CA 94598-2501. 995

DINING CAR CHINA, glasses, silver, cloth. Annual reports, books, magazines, menus, passes, playing cards. Tickets, timetables, tokens, transfers, rules, stock certificates, etc. 55 cent stamps on #10 SASE for big list. James McClellan, 1752 S. Wichita, Wichita, KS 67213-5196. 995

TRACK CHARTS & PROFILES. Graphic and technical information highlighting track arrangements, gradients, curve degrees, etc. Catalog $2.00. Dave Cramer, 2114 Sheridan Drive, Madison, WI 53704. 995

RAILROAD PHOTOS & SLIDES

18,000 DIFFERENT train depots for sale. Send $1.00 for list of your state. Roberta Niesz, 1715 B. Ave. N.E., Cedar Rapids, IA 52402. 11TF

ORIGINAL RAILROAD SLIDES as published in Railfan & Railroad Extra 2200, Diesel Era, PRN, TRP. List, samples, $2.00. James DuBose, 23 Northridge, Sherman, IL 62684. 895

VINTAGE SLIDES from Rail Junction. Never before duplicated. New sets of ATSF, KCS, MKT, RI, SP, FW&D, SLSF, SP, Daylight, caboose and freight cars too! Catalog and sample $1.00. Rail Junction Slides, 177091RF, Irving, TX 75017-7091. 895

QUALITY DUPLICATE COLOR SLIDES: Twenty slides per set, $11.00. Sets include Amtrak Heritage, ATSF, BN, CB&Q/C&S, CRIP, DRGW, Frisco, FW&D, Katy, KCS, Milwaukee, Mopac, SP and UP. List and sample $1.00. Trackside Slides, Dept. RF, 245 SE Robin Road, Bartlesville, OK 74006-2120. 1295

RAILROAD PRINTS

RARE 1860'S 4-4-0 ENGINE, tender, engraving reproduction mounted matted fits a 9X12 frame, an excellent gift for railroad buffs. $24.50 plus $2.95 shipping and handling. Gary Matson, PO Box 6301, Minneapolis, MN 55406-0301. 1195

RAILROAD SONGS & MUSIC

SONGS OF TRAINS WRECKS, RIDES AND HOBOS - Authentic railroad songs from the Blue Ridge Mountains. Cassettes and CDs, historical information on each song. Ivy Creek Recordings, 104 Woodland Dr., Mars Hills, NC 28754. 704-689-9918. 1295

MOSTLY RAILROAD MUSIC features the great banjo players Eric Weissberg and Bill Keith. Also the steam calliope, Jew's harps piano, woodwinds and the Atlantic brass. Crystal records digital CD520 $16.95, cassette C520 $10.98, shipping $2.00. 2235 Willida Lane, Sedro Woolley, WA 98284. 206-856-4779. 296

GREAT AMERICAN TRAINS songs! 32 original recordings $19.95. 1-800-242-1171 (Dealers Welcome) 1195

RAILROAD SOUNDS

HIGHEST QUALITY TRAIN sounds, audio cassettes and CD's. Send SSAE for current list to: L & H Railsonics, PO Box 160525, Cupertino, CA 95016-0525. 396

TRAIN WHISTLE DOORBELLS acoustic copper whistles or digital recording payback. Replaces standard electric doorbells. Telephone ringers also available. Free brochure. Oxford Chime Works, PO Box 665, Ridgecrest, CA 93556. 619-446-1040; fax:619-446-1041. 895

RAILROAD VIDEOS

RAILROAD VIDEO RENTALS: Practical inexpensive, 600 titles. Information and complete video list 50 cents. Clear Signal Video, Box 418-R, Sharpsburg, MD 21782. 10TF

EASTERN TRAIN EXCITEMENT Featuring: Over twenty railroad logos; Six states, over 150 locations, over twelve steam locomotives including #261, #2765, #2317, #2102, #1218, #611, #475, #142, #76; Mixed merhandise; NJT's 33 U34CH fleet, appearing consecutively; Numerous tunnels, bridges; RBandB&B circus train crossing Rockville. Exquisitely detailed colorful images - reasonably priced. Two hour VHS video $18.95 postpaid. MenkelSounds, Box 195S, Rutherford, NJ 07070-1951. 995

ROGER ARCARA'S TRANSPORTAPES are VHS videos of historical transport subjects, mostly NY area. Eight new titles available, 1930's-1950's: 2nd Ave. L in colour, Dyre & Polo Grounds Shuttles; SIRT, H&M; subway fantrips; LIRR steam & electric; Freedomland; old busses; aviation. All previous titles still available. Catalogue for long SASE. H&M Productions, 193-07 45th Ave., Flushing, NY 11358. 895

TV'S MAGIC MEMORIES Home Video. Your undiscovered source for the best archival railroad films from the past. Steam, diesel, top quality! Also nostalgic automotive, world fair, television, WWII, and more. 26 page catalog $1.00. Surprise coupon! **WANTED: 16mm films.** Moviecraft, Box 438RF, Orland Park, IL 60462. 708-460-9099 895

FRISCO FREIGHTS - If you like CSX and Norfolk Southern and great scenery, you will want this video - taped in Fall 1994 at Frisco Yard, Kingsport, Tennessee. VHS stereo $15.00 pp. TFI Video, 1001 N. State St., Greenfield, IN 46140. 895

CONRAIL in Western Pennsylvania: Altoona to Conway, 86 minute VHS video. $20.00 plus $3.00 P&H to: B.I.G. Video, R.D. #1, Box 129, Smithfield, PA 15478. 1195

NEW: CLIMB INTO ENGINEER'S seat on Amtrak's F40-PH engine 364 for a real live run over Marias Pass. Stops at the East Glacier Park, Essex Mt. Actual run with all radio end engine sounds, dispatcher to train, helpers, train crews to engine, hot box detectors. 2 hours, $29.95. Add $3.00 postage/handling. David Stickles Engineer, 562 5th Ave. So., Shelby, MT 5947. 1195

SUBSCRIBE TODAY! and Enjoy!

Join the railfans who subscribe and enjoy every issue of *RAILFAN & RAILROAD.* We look at the rail hobby the same way you do and have the finest authors in the field to share their individual perspectives on the railroading of today, yesterday and tomorrow - all from the varied viewpoints of involved hobbyists. Subscribing saves you money and guarantees you won't miss an issue. Please join us.

"YOU CAN CHARGE YOUR SUBSCRIPTION ON A CREDIT CARD!"

AMERICAN EXPRESS VISA OPTIMA MasterCard

RAILFAN & RAILROAD
Subscription Dept. 1429,
P.O. Box 700,
Newton, N.J. 07860-0700

TO SUBSCRIBE, Mail this form with the following information:

❒ New Subscription
❒ Renew Subscription

USA Subscription Rates:
❒1 Year $27.95 ❒2 Years $49.95
❒3 Years $69.95

CANADA: ❒1 Year $35.95
❒ 2 Years $65.95 ❒3 Years $93.95

FOREIGN: ❒1 Year $37.95
❒ 2 Years $69.95 ❒3 Years $99.95
(Includes NJ sales tax & Canadian G.S.T.)

Name _____

Street _____

City, State, Zip _____

Payment by: ❒ Check ❒ Money Order
❒ AmEx ❒ Optima ❒ MasterCard ❒ VISA

Expiration Date_____

Card Number

Signature _____

with units owned by Mike Del Vecchio; Kermit Geary, Jr.: John Tully; Steve Barry and Fred Jones. The photo line had over 50 people.

General Manager Jeff Sutch says that SMS enjoyed the day as much as the railfans did. He also reported that SMS has purchased yet a third Baldwin switcher (1200-h.p. S12 No.17, a former U.S. Navy unit, from the Smoky Hill Railway Museum near Kansas City. Also (you heard it here first), SMS is seriously negotiating to purchase all three of the former-Trona six-motor Baldwins at Johnston Terminals in Muskogee, Oklahoma. Pureland Industrial Park — America's largest industrial park, with more than half of its 4000 acres developed and rented — could become the last bastion of Baldwin power.

Future "field days" are being considered on other roads, and we know that another BFD is being negotiated, this time with the Sierra Pacific Coast Railway, new owners of the old Sierra (see June '95 RAILNEWS). Plans are to run at least two of the three Sierra Baldwins on a photo freight.

As for SMS, the photographers cleaned up on May 13th, and by late in the afternoon some folks were asking where to buy more film — a sure sign of a successful event. So, there at Bridgeport, virtually in the shadows of Baldwin's Eddystone factory where the SMS units were built (just across the Delaware River), a pair of Baldwins couldn't have burbled for a more appreciative audience.

RAILFAN & RAILROAD Advertising Index for August 1995

A-B

Advanced Print and Video 24
B.R.M.N.A. 14
Barnard, Roberts & Co. 9
Berkshire Rail Products 61
Black Hills Central Railroad 10
The Book Depot 30,31

C

Cajon Rail Products 15
Camp Five 11
D. Carlton Railbooks 19
Carstens Publications, Inc. 10,12,20,16,26
Central Electric Railfan's Association 6
Charly's Slides 33
Colorado Railroad Museum 65
Conway Scenic Railroad 11
Crossroads Village ....

D-E-F

Dennison Railroad Depot 10
The Depot Attic 32
The Depot Attic at Strassburg 61
DPA-LTA Enterprises, Inc. 24
Durango and Silverton Railroad 10
Fallen Flags 33
Four Ways West Publishing 16

G

G. Train Video Productions 18
Gemco 61
Golden Spike Enterprises 24
Goodheart Productions 27
Green Mountain Railroad 11
Greg Scholl Video Productions 17
L.V. Grogan 33

H

Henry Ford Museum and Greenfield Village 11
Herron Rail Services 13
Hi-Iron Railroad Videos 61

I-J-K-L

Identity Check Company 18
JMJ Productions 19
KL&L 24
Ladd Publications 18
Larason Hat Co. 24
Carleton F. Loucks 34

M

Maine Narrow Gauge Railroad & Museum 11
Manitou & Pikes Peaks Railway 11
McMillan Publications 25
Morning Sun Books 9

N-O-P-Q

National Railway Historical Society 24
Neff Video Productions ....Cover III
Nestle's Railroadiana 24
Old Line Graphics 10
Pacific Fast Mail 7
Pacific Limited 8
Pentrex ....9,Cover IV
Perry's Hobbies 8
Plets Express 35

R

RS Enterprises 24
Rail Plaque 22
Railcom 9
Railfan & Railroad 64
Railroad Avenue Enterprises 6
Railroad Research Publications 29
Railroad Video Productions 21
Railroad Video Quarterly 22
Railroadians of America 22
Rails 'N' Shafts 23
Railway & Locomotive Historical Society 32
Raritan Bay Hobbies 7
Reading Blue Mountain & Northern Railroad 11
Revelation Audio-Visuals 22
W.N. Rich 32
Ben Rohrbeck 33
RomRail 29
Ron's Books 3
Roogalator, Ltd. 9

S

Santa Fe Southern Railroad 11
Scanner World 34
Greg Scholl Video Productions 17
Schrader Enterprises 33
The Short Line 24
Signature Press 14
Smith-Thompson 19
Southeastern Hobbies 33
Sunday River Productions ....Cover II

T-U

TLC Publishing 32
Tivoli Travel 61
Trackside Video 29
The Train Station 18
Transit Gloria Mundi 35

V-W-Y

Vintage Views 61
Virginia Museum of Transportation 10
Wallin's Slide Approvals 32
Yolo Shortline 11

RAILFAN & RAILROAD'S

Baldwin Field Day

FUJI VELVIA: JIM BOYD

BELOW and BOTTOM KODACHROMES: MIKE DEL VECCHIO

LUNACHROME: SCOTT SNELL

LUMEDYNE NIGHT LIGHTING BY MIKE DEL VECCHIO, KERMIT GEARY, Jr., JOHN TULLY, STEVE BARRY and FRED JONES

SMS RAIL SERVICE was visited by nearly 200 railfans on May 13, 1995, during the "Baldwin Field Day" sponsored by R&R and northern New Jersey-based *Railpace* Newsmagazine. SMS' rare pair of pristine DS4-4-1000s were run individually and doubleheaded on freight trains throughout the Pureland Industrial Park's two miles of track. The consist was split to "work" the Day Products plant (**top**) and then coupled nose-to-nose "Sierra style" at Sharptown Road (**above**) to honor the famous California short line. After dark, the two Baldwins posed on the runaround (**below**) and later at Sharptown Road (**right**) as the full moon was rising (a double exposure). See MARKERS.

FUJI VELVIA: JIM BOYD

AL BRIEGEL is the SMS master mechanic and the reason these Baldwins are in such great shape. Al retired from U.S. Steel's Fairless Works in Morrisville, Pa., where he maintained a fleet of nearly a dozen Baldwin switchers. Al and most of the SMS team also worked on the New Hope & Ivyland.

KODACHROME: VINCENT J. PORRECA

THE CSX PAINT SCHEME has shown up in two unlikely situations. On March 27, 1995, former CSX GP38-2 2596 (nee-L&N 4086) was at San Manuel, Arizona, (**above**) working for new owner Magma Copper as their No. 3A. At Miami's Hialeah Yard on March 17th, CSX GP38-2 2558 and GP40 6411 were lettered for the "Okeechobee, Sebring & Kissimmee" (**right**) for scenes in the movie *Fair Game* starring Cindy Crawford. See RAILNEWS.

COLOR PRINT: ART MILLER

KODACHROME: STEVE GLISCHINSKI

MINNESOTA COMMERCIAL RS20M 307 was at St. Paul on January 8th. The railroad recently acquired the unit from Wisconsin Central and repainted it in a modified version of the Green Bay & Western livery. The GB&W rostered four of the rebuilt Alcos and was merged into WC in 1993.

KODACHROME: MIKE POHLMAN

KODACHROME: KEITH E. ARDINGER

FORMER C&IM SD38s 2800 and 2801 were on the hump at North Platte Yard on April 6, 1995, enjoying their first day of work for new owner UP. See RAILNEWS.

Railnews

ATLANTIC COAST LINE still lives in Trenton, Florida, where ACL GP7 100 was resting at the Florida West Coast Railroad home base on April 15th. See RAILNEWS.

NEFF VIDEO PRODUCTION'S SUMMER VIDEO SPECTACULAR!

NEW! **CSX - Voulme 4** - covers the CSX "short line" between Louisville and Cincinnati. Taped in Fall of '94. Edited by Green Frog Productions. Full color, sound, and narration. One hour **$24.95**

Railroading in Canada -taped between 1986 & 1987, view CN, CP, and VIA action in Southern Ontario Canada. Edited by Railroad Video. Full color & sound, not narrated. One hour. **$19.95**

Ontario Rails, Part I-Diesels in southern Ontario including passenger and freight, Alco's and "F" units included. One hour, full color & sound, **$19.95**

Ohio Hot Spots Part I-See some of the favorite train watching locations in Ohio such as Dayton, Fostoria, and Marion. One hour, full color & sound **$19.95**

Ohio Hot Spots Part 2-View vintage and recent footage taken in Cincinnati, Hamilton, Dayton, & Springfield. One hour, full color & sound **$19.95**

Ohio Hot Spots Part 3-Action in Sidney, Quincy, Ridgeway, Berea, Galion, Crestline, Columbus, & Waverly. One hour full color & sound **$19.95**

Marion, Ohio-CSX, NS, & Conrail all intersect here at the premier train watching capital of Ohio. One hour, full color, sound & narration. **$24.95**

Trackless Trolleys of Dayton, Ohio in the 90's-Learn why Dayton's RTA has reversed its decision on phasing out the trolley system. One hour, full color, some vintage footage, sound & narration. **$19.95**

Independence Ltd.-1989- follow the n&w 611 from Cleveland to Bellevue, Ohio where it joins with the NKP #587 to doublehead to Roanoke. Edited by Berkshire Productions. Full color, sound and narration. 90 minutes **$29.95**

Around the Curve & Over the Hill-Witness Conrail's struggle to conquer the Alleghenies from Altoona to Pittsburgh. One hour full color & sound. **$19.95**

CSX in Western Pennsylvania-Coverage of CSX over Sandpatch Grade on the old B&O from Rockwood to Hyndman. One hour, full color & sound. **$19.95**

Juniata Rails-Trackside tour of Conrail's main between Lewistown & Altoona, PA. One hour, full color, and sound **$19.95**

Reading Rails, Part 1-September '92 coverage of the Conrail Main between Harrisburg and Reading, PA. One hour, full color, sound & narration. **$19.95**

NEW! **Reading Rails Part 2**-More coverage of the old "Lebanon Valley Line" between Rutherford Yard and Reading PA. One hour, full color, sound, & narration. Additional footage supplied by Tim Hosey and Walt Berko. **$19.95**

The Monongahela RR-Coverage of a scenic coal hauling railroad in Western, PA. One hour, full color, sound & narration. **$24.95**

Chicago's Hot Spots-Visit some of Chicago's favorite railfan spots and see the IHB, BRC, GT, CR, SOO, CP, BN & others. One hour, full color & sound. **$19.95**

BN E-Units - Trackside tour of BN's E-Units on Chicago's Auroa Line. Edited by Railroad Video. Full color & sound. No narration. One hour. **$19.95**

Rail's 88-A look at the RF&P, the Winchester & Western all Alco shortline, & Muncie, Indiana (Conrail & NS action). One hour, full color & sound. **$19.95**

The Bee Line-Conrail in action between Union City, Indiana and Bellefontaine, Ohio. One hour, full color & sound. **$19.95**

Rails to Steel City-Conrail, CSX, B&LE, & PAT trains in and near Pittsburgh. One hour, full color, sound, and narration. **$24.95**

Norfolk-Southern's Pocahontas Division-Coverage of diesel action between Bluefield & Williamson, WV. One hour,full color, sound, and narration. **$24.95**

Toledo, Peoria and Western -A documentary about the railroad with the worst wreck in US history, the longest railroad strike, the only railroad whose president was assasinated. Coverage from the 1880's through 1993. Color and Black & white with sound and narration. 75 minutes. **$24.95**

Illinois Hot Spots-Fast action at Galesburg, Tuscola, East Dubuque, Centralia, Benton, Mt. Vernon, and others. One hour, full color, sound, and narration. **$24.95**

Illinois Central - Past & Present-A comparison of the IC in the late 60's and late 80's. Vintage & modern footage. One hour, full color, sound & some music. **$19.95**

Crawford Hill, Part 1-Burlington Northern action on 2.2%, 12.7 mile grade in Northwest Nebraska. One hour, full color, sound, and narration. **$19.95**

Crawford Hill, Part 2-The sequel to our most popular video ever. BN's helper district in NW Nebraska. One hour, full color, & sound. **$19.95**

Nebraska Hot Spots-BN, UP & CNW action in Grand Island, North Platte, Crawford, and other locations. One hour full color, sound & narration. **$19.95**

Bessemer & Lake Erie RR-A video history of a fascinating Pennsylvania regional railroad. 94 minutes, color & black & white, narration. **$24.95**

Feather River Canyon Diesels-Vintage WP and contemporary UP footage from Oroville to Portola, CA. One hour, full color, sound & narration. **$24.95**

NEW! **Tennessee Pass**-Visit the SP's/D&RG formidable railroad grade between Leadville and Minturn, CO. Filmed in May of 1994. One hour, full color & sound. **$19.95**

NEW! **Way West**-View freight action from Cameron, IL to the Feather River Canyon. Footage also includes scenes shot at Palmer Lake, CO, Soldier Summit, UT, and other locations. One hour, full color, sound & narration. **$24.95**

NEW! **Way West-Part 2**-Additional footage of the above video title with no duplicated footage. One hour, full color, sound & narration. **$24.95**

NEW! **Conrail's Lakeshore Line-Part 1**-Follow Contrail's extremely busy "Waterlevel Route" in the Cleveland, Ohio area. One hour, full color, sound and narration. **$19.95**

NEW! **Conrail's Lakeshore Line-Part 2**-Covers the rest of Ohio between the Indiana and Pennsylvania borders. One hour, full color, sound & narration. **$19.95**

Sacramanto Steam Showcase - see steamers 3985, 844, 4449, 2472 and others make their way to the Scaramento '91 Railfair. Edited by Berkshire Productions. Full color, sound and narration. 90 minutes. **$23.95**

Huntington '91 - witness one of the greatest steam shows of all time. See PM #1225 and NKP #765 run side-by-side and doublehead on the New River Train. Coverage also includes the N&W 1218 and the dead-head moves to Huntington. Edited by Berkshire Productions. Full color, sound and narration. 90 minutes. **$29.95**

Shipping for one tape is $3.00. No shipping charge if two or more tapes are ordered at once.Ohio residents add 6% sales tax. Use your Visa, MasterCard, check or MO.

"Professional Video at Amateur Prices"

NEFF VIDEO PRODUCTIONS

21 E. Hebble Avenue Fairborn, OH 45324

For Orders Only: **1-800-892-5062**

For Information: **1-513-878-7173**

FAX: **1-513-878-5666**

Send LSSAE for free catalog containing over 250 in stock video titles.

VISA MasterCard

Railfanning Southern California in the 1950s

The 1950s were exciting times for railroad enthusiasts in Southern California. Diesel power was replacing steam on the Union Pacific, Southern Pacific, and Santa Fe, and railfans were quickly discovering the allure of railroad photography. Pentrex takes you back to the 1950s era to enjoy Southern California railfanning at its best.

Our tour takes you from Cajon Pass – where you'll see doubleheaded steam freights – to a ride through Tehachapi Pass behind a Cab Forward. You'll catch the action at many other hot spots, including Beaumont Pass, Los Angeles Union Passenger Terminal, Southern Pacific's Glendale and Burbank Junctions, and Santa Fe's Elsinore Branch. The amazing variety of motive power includes 4-8-4s, 2-10-2s and Cab Forwards. Diesels include EMD E and F-units, SD-9s, Alco PAs and FAs, Fairbank Morse C-Liners, Baldwins and more!

Each frame of original 16mm film has been computer enhanced and color corrected, and authentic sound effects have been added scene by scene. These vivid images, great sound effects, and fantastic subjects add up to one of the most appealing vintage railroad films you've ever seen!

1 Hour 20 Minutes #SOCALHS $39.95

Check or Money Order Visa/MasterCard Discover/American Express

Please add $4.00 shipping per order, plus $1.00 for each additional item. Canadian customers add $5.00 shipping per order, plus $1.00 for each additional item. All other International customers add $10.00 per item. California residents please add 8.25% sales tax

Order Line:

800-950-9333

24 Hours A Day FAX 818-793-3797

Pentrex

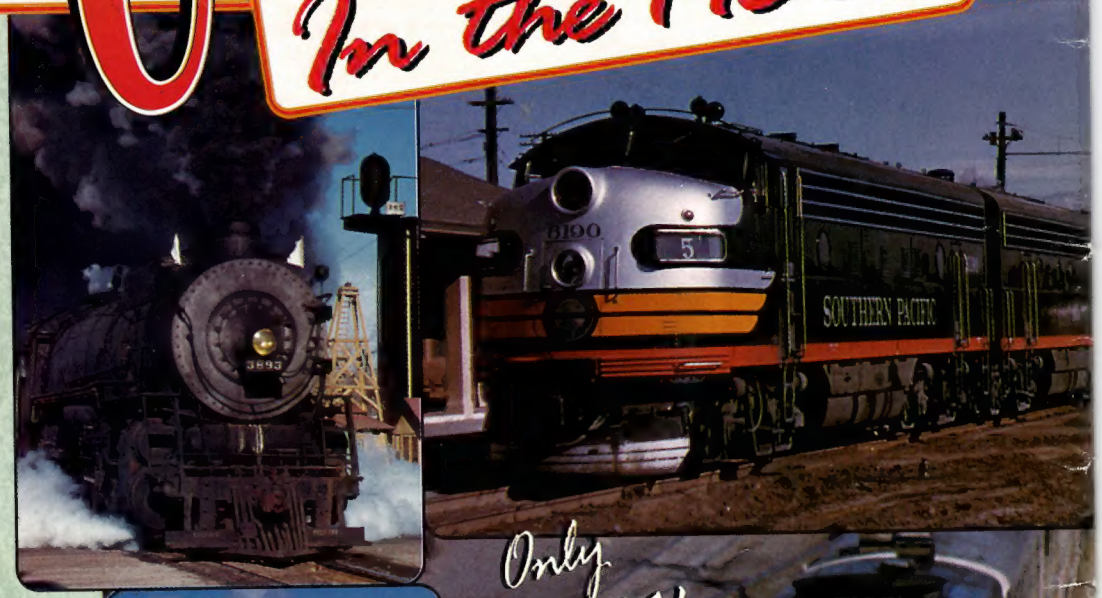
MAG5

P.O. Box 94911, Pasadena, CA 91109

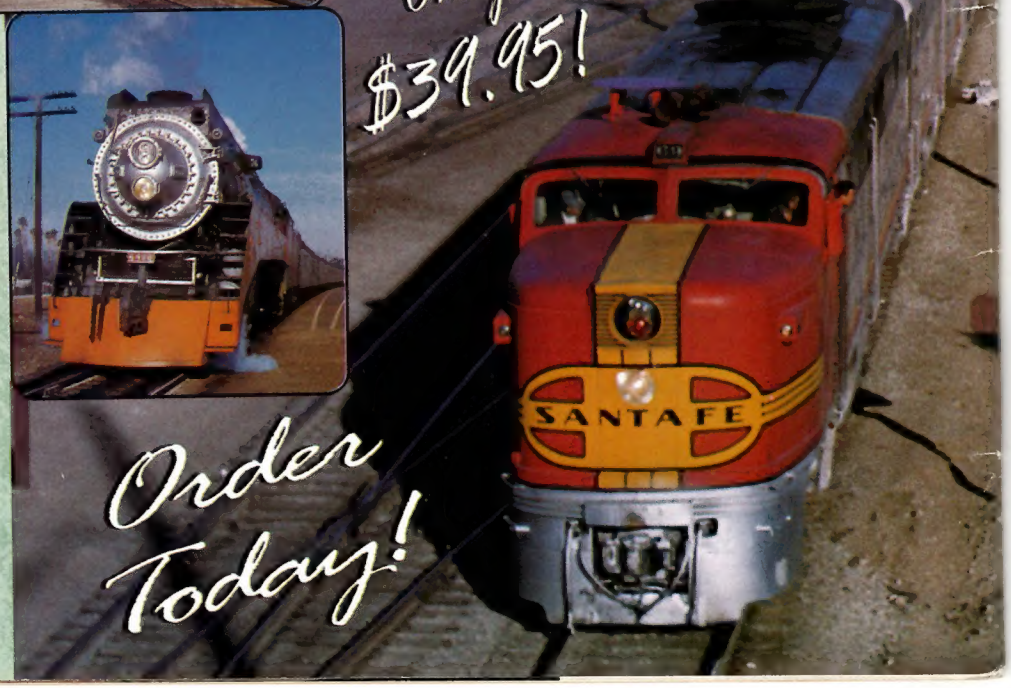
CALL OR WRITE FOR FREE CATALOG

RAILFANNING SOUTHERN CALIFORNIA

In the 1950s



Only $39.95!



Order Today!